monthly report

March 12, 1963

SECT. 2.08

NEW JERSEY STATE HIGHWAY DEPARTMENT

GREAT ATLANTIC STORM OF 1962

A year ago this month a great storm struck the Atlantic coast causing widespread damage. Previous reports have commented upon the Highway Department's role in alleviating this situation. One portion of the task which did not receive much public recognition was the work performed by the Division of State Aid in evaluating local claims for disaster assistance, either from the Federal Office of Emergency Planning or from the State under Chapter 16 of the Laws of 1962.

A final report by the Division discloses that it evaluated 72 claims for an estimated $3,602,389 for aid through the Office of Emergency Planning and returned a decision that $3,193,628 of these claims were valid. Likewise the Division evaluated 30 local claims amounting to $1,566,596 under Chapter 16 and determined that $1,104,129 of these were valid. A total of 210 man days was spent in this effort.

STATE AID

There was very little State aid construction work during February because of the adverse weather. County and municipal forces concentrated on winter maintenance work which included plowing

STATE AID, cont'd.

snow, sanding icy roads, patching, cutting brush along rights of way and cleaning drainage structures.

County budgets for 1963 were generally in final form by the end of February with programs for State aid work being developed and approved at the local level. The 1963 State aid work programs were received in large numbers from municipalities and 65% of these documents were being processed for approval by the end of the month.

INTERSTATE ROUTE 280

As was reported last summer, the rock cut through First Mountain features layers of hard basalt lying on top of layers of shale and sandstone. It has been determined that the shale should be cut to a relatively flat slope with a bench between the shale and the overlying basalt. This appears to be the best way to prevent the eventual undermining of the hard basalt by the more rapidly weathering shale beneath.

We have now plotted the rock lines at each station on cross sections and in plan, making the adjustments requisite to practicable construction. In our directions to the consultant we call for $\frac{1}{2}$ to 1 slopes in the shale with benches both at the intersection of the two types of rock and in the deeper shale

INTERSTATE ROUTE 280, cont'd.

approximately half way between the top and the bottom of the shale. The relatively steep slopes were developed in conjunction with the benches in order to reduce the surface exposed to weathering while still providing sufficient right-of-way so that should the softer rock eventually weather back to a 1 to 1 slope the overlying basalt will still be safe. In addition the benches, which will be wide enough for access to maintenance equipment, will provide a safety factor in so far as falling rock is concerned and reduce the amount of rock excavation in an area in which disposal is expected to be a problem.

MAINTENANCE

The Highway Department's own forces completed 194 snow and ice removal operations during the month with an estimated value of $642,764. In addition, 114 operations with an estimated value of $137,522 were performed under our snow removal contracts. Along with this work, routine maintenance continued despite the weather. For example, 746 roadway patching items were completed, 20 minor resurfacing jobs, 554 tree trimming and removal projects, 215 drainage and ditch maintenance items, 883 signs were erected, and 110 guard rail installations completed.

TRAFFIC SAFETY ACTIVITIES

The annual inventory of traffic safety activities for 1962 was completed this month. This report, prepared jointly by the State Highway Department and the Division of Motor Vehicles according to the split responsibility assigned under current law, is forwarded to the Traffic Inventory Advisory Committee of the Institute of Traffic Engineers and serves as the basis for that organization's nationwide recommendations. This report indicated the following:

1. There were 90 employees of the Bureau of Planning and traffic regularly assigned to traffic engineering functions, who spent 33% of their time on traffic engineering administration, surveys and planning studies and 67% of their time on other work including the processing of accident records.

2. There were 20 employees in the Bureau of Geometric Design who spent about 90% of their time on the traffic engineering function and 10% of their time on other work.

3. There were 85 electrical engineers and 70 maintenance employees who spent virtually all of their time on installation and maintenance of signs, signals and markings, involving 55,920 man days.

TRAFFIC SAFETY ACTIVITIES, cont'd.

4. The following amounts were spent on traffic control devices:

   a. Signals - $718,901

   b. Signs - $616,087

   c. Pavement markings - $518,232

5. The State Highway Department utilizes the Uniform Manual on signs, signals and pavement markings which conforms to the 1961 Manual on Uniform Traffic Control Devices. Signs, pavement markings and signals all conform to national standards.

6. The following man days of effort were devoted during 1962 to traffic engineering investigations and planning survey studies:

   a. Studies of high-accident highways and intersections - 275

   b. Speed zone surveys - 380

   c. Review of highway construction plans for safety and capacity - 3,800

   d. Special studies for municipalities - 400

   e. Traffic volume counts (manual) - 2,062

   f. Other surveys and investigations - 18,100

TRAFFIC SAFETY ACTIVITIES, cont'd.

7. Special traffic surveys were conducted within 280 of the State's 567 municipalities during the year.

8. Traffic engineering research projects conducted during the year included:

   a. Investigation of the algebraic method of signal timing.

   b. A study of highway accidents in relation to traffic volumes.

   c. Methods of predicting future average traffic volumes (report issued).

   d. Behavior of vehicles at traffic signals.

   e. Photographic analysis of traffic flow through synchronized signal systems.

9. Twenty-two miles were added to the total length of the State Highway System, bringing it to 1,894.3 miles as of December 31, 1962. This included 17.9 miles on the Interstate System. At the end of the year 44 miles of the System were under construction contract. In addition 14 miles of the State Highway System were widened and another 47 miles were reconstructed. There were 675 new traffic signs added to the System and 44 traffic signals. The total number of railroad grade

TRAFFIC SAFETY ACTIVITIES, cont'd.

9. crossings on the State Highway System was 177 at the end of the year, of which 20 were protected by signs only. In contrast to this, there were 1,308 highway grade separations and 196 railroad grade separations on the System. The total of 802 isolated hazardous locations were lighted and there were 160 miles of highways with continuous lighting.

Due to the somewhat confused status of the responsibility for traffic engineering in New Jersey (with the Motor Vehicle Division given general control under Title 39 and the State Highway Department given responsibility for the State Highway System under Executive Order), it has been impossible for New Jersey to obtain credit for establishing the position of traffic engineer and a full time traffic engineering unit in the State Highway Department. However, this is an innovation which the Highway Department has long contemplated and requires only clarification of the statutes to institute.

The cost of virtually all of the efforts described above is shared by the Federal Government through the U.S. Bureau of Public Roads. This aid for traffic engineering is available to the State Highway Department and not to any other agency.

HIGHWAY USER RECEIPT REPORT

As requested by the U.S. Bureau of Public Roads, the Department's Bureau of Planning and Traffic this month transmitted reports on the State's receipts from motor fuel taxes and motor vehicle fees. In combination with other required reports on the State's expenditures for highways and related purposes, this information is used by the Federal Government to calculate the amount of diversion.

The report on motor fuel consumption for 1962 showed that the gallons taxed at the rate of 6 cents a gallon amounted to $2,065,977,835. The report on motor vehicle fees showed that there were 2,667,940 licenses sold for motor vehicles of all kinds amounting to $62,700,662. About nine-tenths of the lincenses were sold for passenger automobiles and the revenue from these was slightly more than half the total.

CONCURRENT AUDIT

The Highway Department expended a total of $5,501,876.69 on construction program items during January. The Bureau of Public Roads was billed for $2,621,462.51 of this amount with $1,490,629.18 to be billed at a later date.

APPEARANCES

The Highway Commissioner delivered addresses in Essex and Bergen Counties and participated in a Transportation Symposium at Seton Hall University during the month. Texts of the formal addresses are included in this report.

APPROPRIATIONS COMMITTEE

The Highway Department was called before the Legislature's Joint Appropriations Committee March 7 principally in regard to the proposed budget of the Tri-State Transportation Committee. The text of the Highway Commissioner's remarks as well as copies of all other material furnished the Committee is included in this report.

OFFICE SPACE

At the present time, the lack of office space in this building is becoming quite acute. Due to the recent moves of some of our present personnel from this building to the Suburban Square Shopping Center and the cost of the rental of these newly acquired offices, it is suggested that consideration be given at this time to either more floors or added wings being constructed to our main office building. Even though we have transferred a great

OFFICE SPACE, cont'd.

number of our personnel out of this building, the space problem still exists and will become more critical in the next few months.

The Highway building was designed so that additional floors could be built over the cafeteria, which is only one story in height.

ENGINEERING COMPUTER

The IBM 1620 Engineering Computer is now in full operation. Data processing equipment previously installed in the Bureau of Planning and Traffic has been moved in with the computer to provide a completely integrated system. The following report indicates present and future utilization:

Programming Progress - Twenty four programs have been written and eighteen of these have been tested and are either in production or ready for production. The completely tested programs in the following list are marked with an (*).

Division of Roads

* (1) Geometrics
* (2) Vertical Adjustment
* (3) Traverse Adjustment
* (4) Curve Data
* (5) Sight Distance
(6) Slope Stability Analysis
(7) Cut and Fill
* (8) Monthly Equipment Utilization Report
* (10) PERT

ENGINEERING COMPUTER, cont'd.

Bureau of Planning and Traffic

* (1) Loadometer Edit (Truck Weight Studies)
* (2) Loadometer W1 to W5
* (3) Loadometer W6
* (4) Loadometer W7
* (5) Trend Analysis
* (6) Traffic Signal Symchronization Program
  (7) Origin and Destination Survey Analysis
  (8) Traffic Count Analysis Program

Division of Bridges

* (1) Pier Analysis
* (2) Welded Girder
* (3) Prestressed Concrete Beam
* (4) Abutments and Retaining Walls
  (5) Bridge Geometry
* (6) Rolled Beams

Production - As a result of the Geometrics Computer program course given to Engineers from each of our 6 field offices, general usage of the engineering programs is increasing daily. Presently an average of 175 Geometry problems are processed daily. The Truck Weight Report for the Bureau of Public Roads is being processed and Bridge Division usage is increasing.

Scheduling of the Interstate System using the Critical Path Method is currently under way using the computer.

ENGINEERING COMPUTER, cont'd.

Future Plans - The future computer applications planned are as follows, listed in order of priority:

1. Design Earthwork
2. Traffic Assignment
3. Asphaltic Resurfacing Data
4. Cross Section Plot Program
5. Pavement Design Statistics
6. Core Evaluation and Location Program
7. Bid Tabulations and current prices for Engineer's estimate
8. Drainage Analysis
9. Traffic Simulation
10. Real Estate Appraisals

This list will be expanded as other applications develop.

When each application is completely tested, an instruction manual is prepared and a training course held for the Engineers who will use the program.

CONSTRUCTION

As of March 1, there were 47 projects under way with an original value of $130 million including bridge work. Nine projects were accepted during the month.

ROUTE 440 OUTERBRIDGE CONNECTOR

As reported last month, it was determined at a meeting with former Attorney General Wilentz that the Highway Department would seek some further modifications of the State's alignment in order to minimize damage in the Hopelawn area. In accordance with this

ROUTE 440 OUTERBRIDGE CONNECTOR, cont'd.

agreement, a further variation of the alignment was developed utilizing the minimum curvature standards allowable under Federal regulations. This enabled the alignment in the Hopelawn area to be squeezed still closer to the municipal line between Perth Amboy and Woodbridge Township along Florida Avenue. At the same time, a more thorough study of the so-called "Booz" line discussed in the last report was undertaken.

These studies developed that the fourth modification of the State's alignment would require a total of 231 buildings -- 42 less than any of the three other variations. Of these 16 would be in Edison Township, 41 in Woodbridge Township (a saving of 15 from the original State alignment), and 174 in Perth Amboy (a saving of 27 from the original State alignment). There has been some discussion on the part of Perth Amboy officials, including Mr. Booz, regarding the value of the proposed State Street interchange near the entrance to the Outerbridge Crossing. If this interchange were eliminated, there would be a further saving of 44 buildings all in Perth Amboy. The total cost of the fourth variation of the State's alignment within the area where there is any dispute would be slightly less than the figures originally discussed.

ROUTE 440 OUTERBRIDGE CONNECTOR, cont'd.

The re-evaluation of the Booz line indicated that it would require a total of 233 buildings, two more than the latest figures of the State's alignment. However, only 121 of these would be in Perth Amboy, 53 less than the State's alignment. This saving for Perth Amboy, however, can only be achieved by increasing the number of buildings required in Woodbridge from 41 to 96, more than double. Furthermore, the total cost of the Booz line is some $6 million more than the latest variation of the State's alignment.

It is interesting to note recent correspondence from Mr. Booz comparing the State's alignment with the so-called Lehigh Valley alignment in which he states that this latter line would require a sacrifice of 334 homes, 57 stores and 20 miscellaneous buildings. Mr. Booz remains unalterably opposed to the Lehigh Valley alignment and our own figures disclose that it would cost approximately $6 to $8 million more than the latest variation of the State's alignment. The information developed from these further studies is to be presented to Middlesex officials in the near future.

ROUTE 38

The controversy regarding the Commissioner's decision to reject all bids on the Maple Shade Traffic Circle improvement and re-advertise, as mentioned in last month's report, resulted in a

ROUTE 38, cont'd.

court suit by Union Paving Company of Wynnewood, Pennsylvania, the apparent low bidder, seeking to force award of the contract to it. This court action was promptly determined in favor of the Highway Department and Union Paving further lost its request for leave to appeal. Consequently, new bids were received February 28 with the interesting result that Union Paving was again the low bidder with an offer of $3,712,535.77. This was some $81,000 lower than their previous bid. The Commissioner's action, therefore, resulted in substantial saving to the citizens of New Jersey.

MEETINGS

In addition to routine conferences the following meetings were held during the past month:

Feb. 13 - Conference with officials of Public Service Electric and Gas and other officials regarding policies and procedures with respect to public utility rearrangements.

Feb. 14 - Meeting with the Mayor and other officials of Linden to discuss plans for Interstate Route 278 connection between the Goethals Bridge and Route 1.

Feb. 18 - Interviewed by Mr. Robert Waldron of the Newark Star Ledger.

Feb. 20 - Meeting with Senator Ridolfi to discuss highway matters affecting Mercer County.

Address delivered at Community Church, Short Hills.

Feb. 21 - Meeting with Mr. Austin Tobin and officials of the Jersey Central Railroad in Jersey City to discuss Bayonne transportation problem.

Meeting with Senator Ozzard and Assemblyman Bateman to discuss alignment of Route 92 in Somerset County.

MEETINGS, cont'd.

Feb. 21 - Conference with Mr. Morse of Lehman Brothers to discuss highway financial matters.

Feb. 23 - Participated in Seminar on transportation planning at Seton Hall University.

Feb. 25 - Meeting with Mayor Holland and other Trenton officials to discuss acquisition of Stacy Park for Route 29 Freeway.

Feb. 26 - Meeting with officials of Hanover Township to discuss center barrier and jughandle construction on Route 10.

Feb. 27 - Addressed Republican Mayors Association of Bergen County on future highway developments in Bergen County.

Feb. 28 - Conferred with officials of the Erie-Lackawanna Railroad regarding track removal program in Passaic.

Mar. 5 - Conferred with Senator Haines and officials of Burlington County regarding width of bridges crossing Interstate Route 295.

Mar. 6 - Meeting with Mr. McKelvey in Governor's office to discuss bond issue program.

MEETINGS, cont'd.

Mar. 7 - Appeared before Joint Appropriations Committee of the Legislature to answer questions regarding Tri-State Transportation Committee.

Meeting with business leaders of Newark to discuss alignment of Route 78.

Mar. 11 - Meeting with Mr. Goodman of the Barbizon Company to discuss acquisition of right of way for Route 80 in Paterson.

Meeting with officials of Atlantic Highlands to discuss improvement of Route 36.

Meeting with officials of Gimbels Department Store to discuss improvement of Maple Shade Circle and Lenola Road.

Attended annual dinner meeting of Commuter Organizations at Newark.

BIDS RECEIVED

Feb. 14 -	Somerset Street Construction Watchung, Somerset County Jannarone Engineering Co., Matawan	$279,467.35
Feb. 28 -	Route 38 Widening, Resurfacing, Barrier Curb and Interchanges Pennsauken and Cherry Hill Townships Camden County. Union Paving Co., Wynnewood, Penna.	3,713,535.77
Feb. 28 -	Route 280 - Demolition South Center Street, Orange, and Valley Road, West Orange. Interstate Wrecking Co., Springfield	28,785.00
Mar. 7 -	White Painted Traffic Lines - Contract #1 Bergen, Essex, Hudson, Morris, Passaic and Union Counties. Lombardi Striping Corp., Berkley Heights	45,496.86
Mar. 7 -	Route 18 New Street Overpass, Intersection Revisions, Island Closures New Brunswick, Middlesex County. J. F. Chapman & Son, Hillside	590,960.11
	Total Bids Received -	$4,658,245.09

CONTRACTS AWARDED

Feb. 19 -	Route 36 Widening, Resurfacing, Barrier Curb and Bridges Keyport, Union Beach, Keansburg, Raritan Township, Monmouth County. Michael J. Stavola, Inc., Red Bank	$2,631,138.70
Feb. 19 -	Route 15 Dualization and Bridge over Rockaway River Rockaway and Jefferson Townships Morris County. Samuel Braen's Sons, Hawthorne	1,678,337.36
Feb. 21 -	Route 129 - Highway Lighting Township of Ewing Mercer County Delta Line Construction Co., Pleasantanville	34,219.46
Feb. 25 -	Route 95 - Highway Lighting Edgewood Road - E. of Fletcher Avenue Fort Lee, Bergen County. Lightning Electric Service Co., Newark	429,321.25
Feb. 25 -	Somerset Street Construction Watchung, Somerset County. Jannarone Engineering Co., Matawan	279,467.35
Feb. 26 -	South Orange Avenue Reconstruction Township of Livingston Essex County Dosch-King Co., Inc., Whippany	295,895.49
Feb. 27 -	Route 3 Underpass Widening at N. J. Turnpike Secaucus, Hudson County Poirier & McLane Corp., New York City	877,754.40
Feb. 27 -	Route 3 Grading, Paving, Resurfacing and Bridges E. Rutherford, Bergen County Franklin Contracting Co., Little Falls	4,079,083.20
	Total Contracts Awarded	$ 10,305,217.21

BIDS TO BE RECEIVED

March 14 - Interstate Route 95
(Part of Bergen-Passaic Expressway)
Six Overpass Bridges
Teaneck Township, Bergen County.

March 21 - Bridge Painting - 5 contracts
Essex and Hudson Counties
Ocean County
Bergen County
Camden County

March 28 - Route 36
Intersection Revision at Ocean Avenue
Sea Bright, Monmouth County

PLANNING NEW JERSEY'S FUTURE

by

COMMISSIONER DWIGHT R. G. PALMER

Community Congregational Church
Short Hills, New Jersey
February 20, 1963

Greetings:

New Jersey's future is a subject dear to all of us, and I am certain everyone here agrees that it cannot be left to mere chance. Many present-day problems are the product of inadequate foresight on the part of our predecessors. It is our job, yours and mine, to try and do better for those who come after us.

First, let me try and outline the immense scope of the task which lies before us as it affects the overall responsibility of the New Jersey State Highway Department to provide for the swift, safe and convenient movement of people and goods.

You probably have heard many times that New Jersey is the most urban state in the nation. The reason for this is simple -- we live in the heart of the greatest urban complex in the world, a tremendous "city", if you will, extending from southern New Hampshire to northern Virginia and from the Atlantic Ocean to the Appalachian Mountains. This area, the home of 37 million people in 1960, is becoming more interdependent every day.

One of its great and continuing needs is transportation. The main axis of travel from Boston to Washington, D. C. passes directly through New Jersey. Traffic volumes along all of this "path" including the infrequent "green belts", average from 10,000 to 20,000 vehicles a day. But in northern New Jersey, principally because of its location in the center of the axis and in close proximity to New York City, the traffic volumes average more than 40,000 cars and trucks a day. Indeed, at some locations such as Routes U. S. 1 & 9 near Newark Airport, the average daily volume exceeds 100,000 vehicles a day.

That is the situation right now. Picture what it will be 10 years from now, when it is conservatively estimated that there will be a 50 per cent increase nationally in the number of registered motor vehicles.

It is our job to make sure there is enough room on our highways and streets for the tremendous traffic which will soon be upon us. As a matter of fact, it has already arrived on highways like Route U. S. 22 through Union and Essex Counties and several other routes I am sure you have observed.

One answer to the problem is the wonderful new system of Interstate and Defense Highways -- 41,000 miles of the finest freeways in the world which by 1972 will link nine-tenths of

all the cities in the United States with populations of 50,000 or more. When this system is completed, you will be able to turn onto Interstate Route 78 near here and drive clear across the continent without running into a red light or a cross street. Sometimes, it's a little hard for those of us who actually lived through the "horse and buggy days" to visualize this condition.

New Jersey has been allocated 376 miles of these Interstate freeways and the principal ones of interest to this area are Route 78 running from the Holland Tunnel west to the Delaware River near Phillipsburg and Route 280, better known as the Essex East-West Freeway, running from the N. J. Turnpike near Secaucus to Route 80 in Parsippany-Troy Hills.

The history of both of these great superhighways exemplifies the difficulties encountered in attempting to locate routes through the heartland of an urban area. Quite aside from the astronomical cost as compared with the expense of highway construction in some of our western States, there are a great many factors to be considered which do not enter the picture to any considerable degree in rural areas. The effects on local traffic, municipal tax structures, urban redevelopment plans, movement of industry, and, of course, the hardships experienced by families and businesses located in the path of new highways must all be carefully weighed.

It is a job in which real planning of the practical down-to-earth variety is essential. Most times, "chasing pink butterflies" in company with ivory tower theorists merely multiplies the already severe problems and creates endless delay.

Allow me to digress for a moment and return to the very real inconvenience caused by highway construction in built-up areas. Many families and businesses are unavoidedly uprooted and forced to move elsewhere. We in the Highway Department wish this were not so, but it is inevitable here in North Jersey and is fast becoming a fact of life in portions of our State which have heretofore been considered predominantly rural. And the old, old cry of "sure the highway is needed, but put it in the other fellow's back yard" will not solve the problem. Someone has to move out of the way, otherwise the new highways so badly needed simply cannot be built.

The Highway Department, with the full support of Governor Richard J. Hughes is doing its best to alleviate the situation. We have instituted an Advisory Relocation Assistance Program with the complete cooperation of the State's leading organizations in the fields of real estate, banking, home finance and homebuilding under which families displaced by highway construction may obtain expert counseling from local agencies best equipped to assist them. More recently, we have been

authorized to defray a portion of moving expenses -- up to $200 in the case of single persons or families and up to $3,000 in the case of businesses, farms and non-profit organizations. Now this is help of the practical kind, and we are hopeful that it will go far to minimize the inconvenience caused by highway right-of-way acquisition.

I might add that we have provided down payments of up to 75 per cent of a homeowner's equity for several years as a matter of policy. This, of course, after price agreement is reached but well in advance of transfer of deed, etc.

All of the procedures I have just mentioned are being employed with respect to acquisition of the right-of-way for Route 280. We are currently negotiating with owners in The Oranges and this operation will expand as additional detailed construction plans are completed. Altogether, slightly more than one thousand parcels of property are involved in the seven-mile section from the vicinity of the Stickel Bridge in Newark to the West Orange-Livingston line. Of these, approximately 900 are improved properties, so you can see that the appraisals and negotiations required are extensive.

In East Orange, we are working closely with the urban redevelopment agency to make sure that construction of the East-West Freeway furthers their program.

The question I am asked most often about Route 280 these days is: when will construction start? The answer is that we expect to begin construction of some interchanges in West Orange late this summer or early this fall. You can see the approximate location and layout of these on the map of the Freeway which I brought with me.

Most of you here are aware of the years of controversy which surrounded the East-West Freeway before we finally found a way to finance the depressed style of construction we had always favored through a contribution of $13 million from the New Jersey Highway Authority. In return for its help, the Authority gained the right to construct an interchange between the depressed Freeway and the Garden State Parkway in East Orange. Work on relocation of local streets (one of which is Main Street in East Orange) which must be moved in accordance with the plan you see here will also start this coming construction season and we are in active cooperation with the communities' urban redevelopment planning.

I hope that this will indicate to you that after all of the frustrations and delays, the long-awaited East-West Freeway is really on its way. Not for free but costing approximately $78,000,000 from Newark to Livingston.

Only one item of controversy has continued to plague this route. That is the concept of combining the highway with an air raid shelter under First Mountain. Without commenting on the need for such protection, the suitability of the area, or even the feasibility of constructing a highway tunnel so that it could be adapted to such a purpose, just let me remind you that Route 280 is a Defense highway as well as an Interstate Route. One of the reasons that the Federal Government agreed to pay such a high percentage of the cost of the system was its value in the rapid movement of troops and equipment in time of emergency. As a matter of fact, one of the original studies which led to the Interstate System was conducted by the former U.S. War Department and the "Pershing Map", as it is known, is one of the basic documents in the archives of highway needs in the United States. Personally, I have been unable to see how a highway plugged in the middle by an air raid shelter could have much value as an artery of transportation. And the plug would be inserted at the time of greatest need. Good engineers and realists pass the idea off as a "comedy of errors".

Be that as it may, the Highway Department's alignment and concept of design for the East-West Freeway in that area, embodying a cut through First Mountain, was approved some time ago by the U.S. Bureau of Public Roads and that decision stands.

For the benefit of those who might fear that the construction proposed by the Highway Department might injure the residential area of Llewellyn Park, I have brought with me an enlarged chart of the area. You can see that Route 280 really runs along the inside of Llewellyn Park and only four residences within it are involved in the right-of-way. In this area, certainly, we are not talking about wholesale destruction, and it is interesting to note that some of the strongest objections to our alignment and design have come from residents near the highway rather than in its path.

Such is often the case and it is just a trifle ironic, for experience throughout the nation demonstrates that land values along a modern freeway go up instead of down after construction.

Well, the "teething" stage is past as far as Route 280 is concerned and I can assure you that the remaining problems are of the routine variety we encounter every day in this business and they are being solved every day.

It is a different picture altogether with Route 78. Here again we have a study in frustration, created mainly by the difficulty of convincing people that the good which a modern new highway brings far outweighs the temporary hardship of finding a new place to live or do business. It's like trying to persuade a seriously ill person he needs a major operation. You can talk all you want about how it will cure him -- he's likely to believe it will kill him in the process just the same.

Nevertheless, the patient must have the operation or he will surely die -- in this case of slow hardening of the arteries of transportation.

It is our job to minimize any undesirable aspects of the operation, of the impact of the new highway upon the community. To this end, we have made studies of Route 78 in Newark and the nearby municipalities extending over a period of years. The U.S. Bureau of Public Roads has twice approved an alignment which it considers practical from a standpoint of engineering and economy but we are even now awaiting word from the City of Newark regarding its urban renewal plans on the chance that there may be some way of coordinating these programs in a more advantageous way than previously contemplated. Once this information is available, it is hoped that a prompt and final determination can be reached.

In this, as in so many other areas of our State, time is of the essence. The daily traffic accident record on Route 22 is a constant reminder that it is carrying traffic far in excess of the design capacity.

Some of you may feel along about now that I have strayed away from my subject, "Planning New Jersey's Future." I haven't really, for Route 22 in some spots is an example of what happens when a highway is located in what happens to be a convenient spot at the time, without due regard for the needs of the future. I had occasion to recall, just the other day, that back in the days when automobile travel was an adventure instead of a habit, a group of people who lived not far from here hacked out a county road which eventually became part of State Route 29 and later part of U.S. Route 22. They did it themselves, not as part of any overall plan, but as an immediate solution to an immediate problem facing them at that time. That is the way we Americans traditionally handled our problems -- one by one, crossing our bridges when we came to them.

Route 78 is entirely different. It is planned to meet 1975 traffic needs. It is part of an overall plan, which extends far beyond the borders of New Jersey, based on long study and careful analysis by State and Federal agencies of a wide range of traffic data. And this plan is an entirely practical plan,

by which I mean that needs were evaluated, thorough cost estimates were made and reviewed in detail, and funds provided to build what was required to make the plan work and only what was required. That is why we cannot and the Federal Government cannot agree to changes in the plan which would produce excessive cost. We were allocated a specific sum of money to do a specific job -- provide a "mainline" transportation system adequate for the needs of motorists a decade hence -- and we are obligated to keep within our budget, so to speak.

Now it just so happens that in some locations work on the planning in fields other than highway transportation had not progressed to the point where available data clearly demonstrated the need for spending large sums on physical improvements. Housing was one of those fields, so was "Green Acres", and so was the creation of industrial parks. Indeed, at the inception of the Interstate Program, some professional "planners" asked the Highway Departments to hold everything for two years so that they could catch up. That delay was impossible. The planners in these other fields of endeavor are catching up now and we are doing our best to coincide with what they feel is desirable, for we realize that progress on all of these various fronts is essential. But, and it bears repeating, we cannot allow a carefully conceived plan, nationwide in scope and vital

to the future well-being of our Nation, to be endangered through unnecessary expenditure of transportation funds to provide "fringe benefits" to one locality to the detriment of the majority.

The missing magic ingredient of many schemes born of wishful thinking these days is money and, since we have already been allocated large amounts of Federal Aid, it is only natural for people to think we can absorb a few millions in cost here or there. It just isn't so. In fact, to get the job done within the limit of anticipated funds, it is necessary to watch every expenditure like a hawk. And if we don't do it, the General Accounting Office responsible to Congress will.

Speaking of money, it has been recognized throughout the country that sound and practical budgeting on a long-range basis is the key to any workable plan for highway construction.

In New Jersey, the State Highway Department developed a plan five or six years ago for construction of new highways and improvement of existing ones in order to meet 1975 traffic needs. The Interstate System is part of this overall State plan and, as I mentioned before, we have been allocated sufficient funds to complete that particular system on schedule. We have not, however, been the recipients of enough money to build the

hundreds of miles of other improvements which will be needed. So, from the practical standpoint, this plan will not succeed unless added funds are forthcoming. Even then, it will be a race against time.

The bond issue recently proposed by Governor Hughes would take up part of the slack. It will be necessary, however, to intensify the effort after the five-year program outlined by the Governor expires.

To put the situation another way, the Highway Department has prepared a careful and systematic plan to take care of New Jersey's future traffic needs. This job was done by experts and checked by myself and my associates in visits with the officials of every County in the State. Events since the original Master Plan was developed have more than substantiated our thinking at that time. The only thing missing is a financial plan. Without it, all of the time and effort spent in determining future needs and figuring out how to best handle them will have been wasted.

This recognition that no blueprint for the future, however valid, is worth anything without the funds to cary it out is an element too often lacking in the idealistic schemes of the "long-haired" planners. And their failure to recognize the facts of life from a financial standpoint is the reason why many "plans" proposed in the past are gathering dust on some library shelf today.

Another element has also assumed prime importance in the field of transportation planning. That is the concept that all forms of transportation must work in harmony rather than in competition with each other. We in the Highway Department, staring the problem right in the eye every day, have come to realize that New Jersey needs all the transportation it can get, and that highways cannot do the job by themselves. The commuter railroads are an essential ally.

This does not mean that it is our job to keep every single commuter train running even in areas where the "business" cannot support the cost. Neither is it our task to take over the railroads and run them as a wholly State-operated service. No socialistic state for us - I hope. It is our job to maintain essential service and to help the commuter lines to be self-sufficient. The tools available to us involve nominal payments for continued service, consolidation of various lines, rerouting of some service, and various capital improvements designed to improve operating efficiency.

The Highway Department's plan in this regard is also based on the practical financial aspects. It contemplates expenditures which are not out of reach, by making the best possible use of what we already have. No other approach, believe me, can produce gains quickly enough to save rail commuter service from extinction.

This basic concept applies to all of our future needs. New Jersey must have better transportation, more middle income housing, better recreation areas, and improvements in a host of other fields. All of these require good judgement and the profession of practical (not theoretical) planning is sure to expand. However, we're not going to get anywhere by throwing away the plans which have already been made just because some new bright idea appears on the horizon. We have too great an investment to do that.

And, after all of the plans have been made and agreed upon, there is the little matter of executing them.

In all of this, both the preparation and the execution of plans for the future of our State, the good will and cooperation of interested citizens such as yourselves is essential. I often wonder why it is that so many of the objections and criticisms we receive seem to spring from such small segments of the population. The truth is that people who are satisfied with what is going on seldom bother to say so. Whatever your comments may be with regard to the manner in which we are handling your business, we welcome them. Speaking personally, such advise has always been of great assistance to me.
Thank you.

Bergen County's Transportation Future

by

Dwight R. G. Palmer
New Jersey State Highway Commissioner

Bergen County Republican Mayors' Association
River Edge, New Jersey
Wednesday, February 27, 1963

Greetings:

We in the State Highway Department, having made many visits to Bergen County in recent years, are well aware of the importance you attach to good transportation -- and with good reason. I think all of us here tonight realize that Bergen County is one of the most thriving areas in the entire State and is even now experiencing tremendous growth. A great deal of this growth is dependent upon continued progress in the field of transportation, for the economy of Bergen County has grown right along with use of the motor vehicle for movement of people and goods and thus is largely dependent on adequate highway facilities. As a matter of fact, it might be said that the future of transportation in Bergen County is the future of Bergen County.

In order to set the stage for the Highway Department's future plans, allow me to recite a few facts which you may have already.

Bergen is a commuter County, with 65,000 workers traveling daily to jobs in New York and another 65,000 traveling to jobs in other Counties. It is the only County in the State which has more of its workers employed outside County lines than within them. This pattern probably will continue until the County's industrial growth catches up with the tremendous population explosion of 44 per cent experienced between 1950 and 1960.

Continuing improvement of highway facilities, starting with the opening of the George Washington Bridge 30 years ago, has been the major key to the economic growth of the County to date. The growth spurred by the popularity of the automobile actually outstripped the growth in highway capacity in the period immediately following World War II and most of the construction effort in the past nine years has been in the direction of "catching up."

I won't bore you with a recital of the many highway projects completed since 1953, since they are shown on the aerial map of the County which I brought with me, along with the improvements we plan for the future. Altogether, more than 80 separate projects covering almost 90 miles with a total construction cost alone of more than $53 million dollars have been completed. Projects under way, mainly on the Bergen Expressway, are costing another $75 million, without regard to engineering or right-of-way

The Bergen Expressway is, of course, the major factor in the "catching up" process I mentioned a moment ago. This superhighway, Interstate

Route 95 from the George Washington Bridge to Teaneck Road and Interstate Route 80 from there west to the Delaware Water Gap, has been on the way for a long time and we had hoped to have a substantial portion of it open by now. However, a few delays involving acquisition of public lands and the operating procedures of contractors in the early stages of the project have made their effect felt and the present estimate is that the route will be open all the way into Paterson in 1965. The map I brought with me shows the area under construction at the present time, with the gap near the Garden State Parkway due to go under contract in early summer.

Once this route is completed, it will substantially relieve the present congestion on Route U.S. 46. At the same time, completion of the Route 95 link between Teaneck Road and the New Jersey Turnpike will provide faster and more convenient north-south connections.

The benefits to the users of these new freeways will be enormous -- something on the order of $7 in return for every dollar invested in them.

The Bergen Expressway was the most costly feature in Bergen County of the Master Plan which the Highway Department developed several years ago to meet what was then estimated as 1975 traffic needs. That plan called for new construction or improvement of 57 miles

miles of highway in Bergen County at a cost of about $225 million. I am happy to say that more than half of this amount has already been committed to these various projects, so that we have done pretty well by you despite what some might consider a slight disparity in political viewpoint.

Once the Bergen Expressway is taken care of, our main concern is for the improvement in safety and convenience of the other State Highways in the County. Many of these are overcrowded and hazardous, particularly in the vicinity of the new shopping centers which have sprung up in recent years. Of course, we have been working on these in many locations right along, but much remains to be done. Some of these, already established in our construction program, are:

Overpasses on Route 17 at Linwood Avenue and East Saddle River Road. The construction plans are in the final stages and these should go under contract this season.

Overpasses on Route 17 at Hollywood Avenue, Prospect Street and Allendale Avenue. Public hearings are required on these projects and these will be held this year.

An additional overpass on Route 17 at Lake Street is being considered for a future program.

Revision of the existing interchange between Route 17 and Route U.S. 46 will be ready to advertise for bids this spring.

Also ready in May will be improvement of the Route 4 ramp to River Road in Teaneck, a project of some importance to Fairleigh Dickenson University.

Going beyond the projects presently on the drafting boards, we are well aware of the need for additional capacity on Route 3, Route 4, Route 17 and Route 208.

A new Route 3 bridge across the Hackensack River is now under construction. One of our agreements with the Federal Bureau of Public Roads calls for improving Route 3 to interstate standards and this will eventually be accomplished throughout the County.

When the continuing program of constructing overpasses along Route 17 has been completed, it is contemplated that this route will be widened to three lanes in each direction all the way from Route 4 north to the New York State Line. It must also be improved between Route 3 in Rutherford and Route U.S. 46 in Hasbrouck Heights.

Route 4 will be widened to three lanes in each direction from the vicinity of Bergen Mall west to Route 17.

Route U.S. 208 will be dualized all the way to Route U.S. 202 as originally planned.

Aside from improvement of these existing highways, two other freeways will pass through Bergen County on new alignments -- a process which always poses problems. The Route 21 freeway, now complete to Route 3 on the Passaic side of the river, should eventually cross into Bergen and hook up with Route 80. And Interstate Route 287 must be extended from the present construction near Monvale to the New York State Line near Suffern.

I know that construction of this segment of Route 287 has been long awaited by Bergen County and I agree wholeheartedly with you that it will accomplish a great deal of opening up your northwestern areas. Inclusion of at least a part of this work in the 1963-64 construction program is being considered very seriously indeed.

You will notice that I have not said much about one of the most vexing highway problems in the entire County -- the tremendous congestion around the intersection of Routes 4 and 17. A great deal of this is due to the new shopping centers there, and some of the problem is caused by normal growth not anticipated when the present interchange, one of the first cloverleafs ever built, was designed many years ago.

Our engineers recently completed a study of this interchange with some interesting results.

Of the 60,000 vehicles a day on Route 4, one-third are patrons of the shopping centers. Of the 50,000 vehicles a day on Route 17, one-fifth are there for the same reason. Traffic on the cloverleaf ramps has increased 50 per cent since the shopping centers opened for business.

I am informed that the only permanent solution entails complete reconstruction of the entire interchange, a long and costly process. If sufficient funds were available right now, it would take us at least two and a half years to complete the job. In the meantime, I wonder why it has been impossible for the two shopping centers to reach agreement on construction of a vehicular passage between their respective areas in order to solve at least part of the difficulty in a much shorter time?

As far as highway transportation is concerned, I think you now have a pretty complete picture both as to what has been accomplished and what faces us in the future. As I said at the beginning, this has been the dominant force in the growth of Bergen County. However, we must not forget the Highway Department's greatest ally in the movement of people and goods, the commuter railroads.

Bergen is today, to all intents and purposes, a one-railroad County. The great bulk of commuters relying on rails use the Erie-Lackawanna.

It should be no secret to any of you that this carrier, in common with most others, is in serious financial difficulties due to high operating costs and lack of patronage both as to goods and people.

However, the Highway Department's Division of Railroad Transportation has managed to keep essential service operating and even to improve the schedules to some extent. We have recently observed a leveling off in the downward trend of railroad patronage which may, in some degree, be due to these efforts.

Be that as it may, the Department's long-range plans include various modifications in service designed to reduce operating costs while at the same time keeping the essential service available. Some of our proposals have met with opposition in other areas from groups who insist that every train be kept running regardless of whether the patronage warrants it. To such a viewpoint we can only reply that the time is coming when the choice will have to be between consolidated and efficient service or no service at all.

It is easy enough to sit by with no responsibility of execution and say what ought to be done. We don't need more "experts" - what we need is action.

In this area of mass transit, as in all of our transportation problems, the understanding support of local officials is vital. For that reason, the slight differences in political viewpoint which I mentioned previously must be cast aside, so that we can work as a team for the continued growth and prosperity of our State.

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1963
SERVICE AWARDS
TRENTON

Trenton, March 12 - The annual presentation of service awards to New Jersey State Highway Department employees saw 51 senior members receive mementos from State Highway Commissioner Dwight R. G. Palmer at a ceremony held recently in the Commissioner's office in Trenton.

In the group were three employees who had completed 45 years of service, 23 more who had completed 40 years of service and 25 who completed 35 years of service during 1962.

The ceremony was simple and informal with Commissioner Palmer extending his appreciation to each employee as he presented the award. The recipients were presented cigarette lighters, tie chains, necklaces, bracelets or service pins.

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NOTE TO EDITORS:

Following are lists of award recipients:

(more)

1963
SERVICE AWARDS
TRENTON

45 Year Awards

Hartmann, Harry A.	350 W. Lawrence Street Milltown, New Jersey
Wagner, William M.	136 Summit Avenue West Trenton, New Jersey
Lichtenberg, Arthur J.	24 LaSalle Avenue Trenton, New Jersey

40 Year Awards

Carrigg, Joseph P.	152 Phillips Avenue Trenton, New Jersey
Misanin, Michael	1146 Brunswick Avenue Trenton, New Jersey
Snedaker, Frank G.	21 Cadwallader Terrace Trenton, New Jersey
Curran, John M.	37 Steinway Avenue Trenton, New Jersey
Kucker, Chris	613 Concord Circle Trenton 8, New Jersey
Lesnak, Michael	81 Elizabeth Avenue Trenton, New Jersey
Pollack, George F.	Petersburg Road Hackettstown, New Jersey
Ryan, Thomas	107 S. Giles Street Bridgeton, New Jersey
Scales, Clarence	626 Schiller Avenue Trenton, New Jersey
Schroeder, Frank	627 Chambers Street Trenton, New Jersey

(more)

1963
SERVICE AWARDS
TRENTON

40 Year Awards, Cont'd.

Tallon, Helen A.	1186 Lower Ferry Road Trenton, New Jersey
Brennan, Charles	740 Putman Avenue Trenton, New Jersey
Stoll, Joseph	Delanco New Jersey
Thiel, Joseph A.	2A Stenton Court Trenton, New Jersey
Carrigg, Edward A.	4 Carrigg Avenue West Trenton, New Jersey
Horner, Morman G.	222 Coolidge Avenue Trenton, New Jersey
Lear, George	100 Washington Court Trenton, New Jersey
McDonough, James A.	45 Maple Avenue Trenton 8, New Jersey
Vanderhoof, Charles	233 West Main Street Rockaway, New Jersey
Youmans, Ernest F.	1095 Indian Hill Road Toms River, New Jersey
Craft, Kenneth B.	214 Norman Court Trenton, New Jersey
Gaven, F. Jerome	26 Washington Avenue West Caldwell, New Jersey
Manion, Anna M.	45 Scammel Avenue Trenton, New Jersey

(more)

1963
SERVICE AWARDS
TRENTON

35 Year Awards

Crea, Anthony M., Sr.	49 Goeke Drive Trenton, New Jersey
Berberick, Francis W.	473 W. Englewood Avenue West Englewood, New Jersey
Giacoppo, Joseph	224 South 27th Street Camden, New Jersey
Geiser, Paul	24 Fletcher Avenue Manasquan, New Jersey
Sisco, Alex	Sparta Road Oak Ridge, New Jersey
Weatherby, Raymond C., Sr.	R. D. #3, Sewell, New Jersey
Whitehead, John A., Jr.	422 Ewingville Road Trenton 8, New Jersey
DeVito, Christopher	R. D., Englishtown, New Jersey
Ehrenfeld, Harry W.	River Road Titusville, New Jersey
Hudnut, William J.	Georgetown Road Columbus, New Jersey
Rice, Robert R.	218 Miller Street Hackettstown, New Jersey
Stenson, Charles	10 Montrose Street South Orange, New Jersey
Best, James	402 Hanthorn Street Mays Landing, New Jersey

(more)

1963
SERVICE AWARDS
TRENTON

35 Year Awards, Cont'd.

Houghton, Edward S.	52 Mitchell Avenue New Brunswick, New Jersey
Bellis, Wesley R.	4 Mattatuck Lane Trenton, New Jersey
Edmonds, Booker	26 Atkins Avenue Neptune, New Jersey
Devlin, Miriam	32 Elmhurst Avenue Trenton, New Jersey
Naples, Lilliam B.	44 Winder Avenue Trenton, New Jersey
Snedaker, Mary	Mountain Avenue Plainfield, New Jersey
Buis, Thomas	174 Maple Shade Avenue Hamilton Square, New Jersey
Buscher, Harry	1414½ South Clinton Avenue Trenton, New Jersey
Madden, John T.	45 Black Rock Road Yardley, Pennsylvania
Phillips, Halbert E.	R.D. 1, Washington Crossing Titusville, New Jersey
Vanaman, Alfred J.	Box 12, Ferry Lane Port Elizabeth, New Jersey
Strahart, Joseph	217 S. Burnet Street East Orange, New Jersey

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1963
TRAFFIC REGULATIONS
Route 439
Elizabeth, Union County

Trenton, March 11 - The New Jersey State Highway Department today announced it will soon revise no parking zones for bus stops in two locations along Route 439 in Elizabeth, Union County.

Parking will be prohibited at any time along the southbound (western) side of Route 439 on the far side of the intersection with Brunswick Ave. for a distance of 105 feet. The existing near side bus stop no parking zone will be eliminated.

The mid-block bus stop no parking zone at Route 27 (Rahway Avenue) will be eliminated.

The revised regulations will be effective upon posting of new signs within the affected areas by the City of Elizabeth.

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RP-63-3

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

RELEASE SUNDAY

1963
Relocation Services
Statewide

Trenton, March 10 - State Highway Commissioner Dwight R. G. Palmer today announced that arrangements for providing advisory assistance and moving cost repayments to persons and businesses who must move out of the way of Federally assisted highway projects are now in full operation.

Application notices are now being rushed to all families and businesses where agreements with the State have been completed or where condemnation has been instituted. Commissioner Palmer added that the program will be retroactive to include those persons who have not had to relocate as of February 8.

Authority for putting the Department's new services in action was granted on an interim basis by the Federal Bureau of Public Roads Local Division Office here in Trenton on February 8. Final approval from Washington is expected at any time.

One of the services, Commissioner Palmer said, provides relocation advisory assistance to families who must find new housing before they can move.

The other service makes provisions for paying moving expenses incurred by eligible home owners, tenants and businesses after they have found new quarters.

(more)

1963
Relocation Services
Statewide

The two new services -- Relocation Advisory Assistance, and Relocation Payments -- were established under authority granted by the 1962 Federal Highway Act. The New Jersey state law authorizing relocation payments was signed by Governor Hughes January 9.

Relocation Advisory Assistance is available to families (and to individuals who are not members of families) who must relocate because highway construction requires that their residences be acquired.

This service, the Commissioner said, is available to both property owners and tenants. It is offered for those families and persons who may desire assistance in finding new housing, financial advice, or home construction data. In needy cases, the Relocation Advisory Assistance service will establish contact with the appropriate public agency or organization best suited to provide the needed assistance.

The second service the Highway Department offers is Moving Cost Relocation Payments. Such Relocation Payments are authorized by the Federal and State Laws for projects in which the Federal Government participates, and are available to those individuals, families, business concerns (including the operation of a farm), and non-profit organizations who have occupied real property to be acquired for a Federal Aid Highway Project in New Jersey at least 60 days prior to written notice to the record owner that the property is officially to be acquired for a Federal Highway.

(more)

Commissioner Palmer said both owners and tenants are eligible for Relocation Payments. In the case of families and individuals, payments of moving costs will be made up to a maximum of $200. In the case of business concerns (including the operation of farms) and non-profit organizations, payments of moving costs will be made up to a maximum of $3,000.

The new services, Commissioner Palmer added, will receive substantial aid from a Citizens Committee which was recently formed in response to his requests to statewide organizations active in real estate, home finance and home building.

Families which ask for Relocation Advisory Assistance will receive from the Highway Department names of agencies best qualified to provide the type of assistance requested.

The procedure for obtaining relocation payments, the Commissioner said, has been made as simple as possible. Upon receiving their application notices from the Highway Department, the home owner, tenant or business, sends in two estimates made by moving firms, engages the firm designated by the Highway Department, then sends in the mover's paid bill after the move is completed so that repayments can be made.

Those families and persons who are eligible for these new services will automatically receive applications from the Highway Department at the proper time.

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NEW JERSEY
Traffic Conditions Report
STATE HIGHWAY DEPARTMENT

Bureau of Public Information
Trenton 25, New Jersey
TUxedo 2-3000

RELEASE FRIDAY MARCH 8 WEEK OF MARCH 9 - MARCH 15

Note to Editors:

There have been few changes in the forecast of statewide traffic conditions. Adverse cold weather conditions throughout the State have reduced highway construction activity.

Copies of the New Jersey Traffic Conditions Report of a prior week (February 23 - March 1 period) are enclosed for your convenience with the following listing of changes.

Atlantic

Page 1, Route U.S. 30 -- Until May 15 there will be a short detour adjacent to the Shore Road which will channel traffic around the bridge construction area.

Bergen

Page 2, Route 80, Teterboro, Hackensack, South Hackensack -- South Summit Avenue Bridge will be opened to vehicular traffic on Friday, March 8.

(more)

Bergen cont'd

A temporary detour has been set up from the northbound Route 17 ramp to Mary Street thence to South Summit Avenue in the City of Hackensack. The detour will continue for about one month.

Burlington-Camden

Page 3 -Traffic will be restricted to one lane in each direction between New Albany Road and Fairview Street while center barrier curb is under construction. The condition will continue for about 2 weeks.

Sussex

Page 5, Route 206, Frankford Township -- Traffic will be detoured around the construction area during construction of bridge approaches to bridge over Paulins Kill River. The work probably will not be completed until spring when weather conditions improve.

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NEW JERSEY

Traffic Conditions Report

STATE HIGHWAY DEPARTMENT

Bureau of Public Information
Trenton 25, New Jersey
TUxedo 2-3000

Atlantic

Route U.S. 30 Absecon -- Until March 15 there will be a short detour adjacent to the Shore Road which will channel traffic around the bridge construction area.

Bergen

Route 80, South Hackensack, Hackensack, Teterboro -- Washington Avenue will be closed permanently between Vreeland Avenue and Grant Place and Taylor Avenue will be closed permanently between Vreeland Avenue and Ises Lane as a result of construction of Interstate Route 80 between Polifly Road in Hackensack and the Hackensack River Bridge.

There will be slight delays to traffic on Hudson Street in Hackensack from Vreeland Avenue to Dock Street, and on Huyler Street from Florida Street to Virginia Street in South Hackensack due to utility work being performed in this area. The condition will continue for 6 months.

(more)

Bergen cont'd

Traffic on River and Dock Streets will be partially restricted due to utility work.

Route 80, Saddle Brook, Rochelle Park, Lodi -- There will be slight delays for the next 2 weeks at Market Street and Main Street Overpass due to the erection of bridge beams.

Route 80, Teterboro, Hackensack, South Hackensack -- Summit Avenue is closed from Standish Avenue in Hackensack to Grandview Boulevard and the southbound Route 17 ramp in Hasbrouck Heights. A detour is set up from the intersection of Summit Avenue and Essex Street to Polifly Road thence to Terrace Avenue and then back to Grandview Boulevard. The condition is the same as that which prevailed last week and it will continue until the end of February.

Route 80, Teaneck, Ridgefield Park, Bogota -- The detour at Teaneck Road between Arthur Street and Jasper Avenue as well as the detour at Queen Anne Road between Arthur Street and Cypress Avenue will remain from 4 to 7 months. The condition is the same as that which prevailed last week.

North Avenue will be blocked off between Seventh Street and Second Street for an indefinite period. The condition is the same as that which prevailed last week.

Route 95, Fort Lee -- Edgewood Road is cut off until the bridge is built over Route 95. The condition is the same as that which prevailed last week and it will continue for an indefinite period until weather conditions improve.

(more)

Bergen cont'd

Route 95, Teaneck -- Fort Lee Road is detoured between Glenwood Avenue and the Overpeck Creek Bridge. Glenwood Avenue is detoured between Fort Lee Road and Cypress Street. The condition is the same as that which prevailed last week and it will continue until paving operations are completed.

Route 80, Lodi -- Minor delays to traffic during construction of Route 17 overpass. The condition will continue until bridge construction is completed.

Route 46, Teterboro, Hasbrouck Heights -- Slight delays to traffic during night time working hours during operations to widen and resurface approaches and bridge over the New Jersey and New York Railroad. The condition is the same as that which prevailed last week and it will continue for another week.

Bergen-Passaic

Route 80, Paterson, East Paterson -- The detours on Lakeview Avenue and at Market Street will continue for another two months.

The southbound roadway of relocated Route 20 has been opened to traffic.

Burlington-Camden

Route 130, Burlington, Edgewater Park, Delanco, Delran, Pennsauken, Cinnaminson -- Traffic will be restricted to one lane northbound during the day during repair operations to telephone cable 300 feet south of Highland Avenue. The condition will continue for about 2 weeks.

(more)

1963
TRAFFIC CONDITIONS REPORT

Burlington

Route 295, Mount Laurel Township -- Traffic will be guided around the construction area while the bridge carrying Route 73 over new Route 295 is being built. The condition is the same aa that which prevailed last week and it will continue until May, 1963.

Middlesex

Route 18, East Brunswick -- During construction of bridges north of Milltown Road and north of Cranbury-South River Turnpike there will be delays to traffic. The condition will continue until bridges are completed.

Route 287, Metuchen, Edison Township -- Main Street and Route 1 traffic will be diverted around the construction area until new Route 287 bridge is completed. The condition, which prevailed last week, will continue for 4 to 5 months.

Morris

Route 287, Parsippany-Troy Hills, Boonton -- Local traffic on Intervale Road, Parsippany-Troy Hills, will be detoured to relocated Boulevard "B" while the Intervale Road Bridge is under construction. The condition is the same as that which prevailed last week and it will continue until May, 1963.

Somerset

Route 287, Bridgewater Township -- Traffic will be detoured to temporary North Bridge Street via 3rd Avenue and Lenox Avenue during construction of North Bridge Street bridge. The condition will continue for about 6 months.

(more)

Somerset cont'd

Traffic is detoured on Route 202-206, on Woodlawn Avenue and on Garretson Road while the Woodlawn Avenue-Garretson Road bridge is being built. The condition will continue for about 6 months.

Talamini Road, which runs from Routes 202-206 to Country Club Road, has been closed temporarily while Talamini Road bridge is being built. The condition will continue for about 6 months.

Route 287, Bridgewater, Bedminster -- Cedar Brook Road is closed to traffic during construction of Interstate Route 287. An overpass will be constructed for Cedar Brook Road and should be completed some time in the late spring of 1963. The condition will continue for about 6 months.

Route 287, Pluckemin and Bedminster -- Occasional interference to traffic when construction equipment crosses Burnt Mills Road.

Sussex

Route 206, Frankford Township -- Traffic will be detoured around the construction area while the bridge is being built over Paulins Kill River. The condition will continue during construction of bridge approaches and the work probably will not be completed until spring when weather conditions improve.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1963
Route 18 - BIDS
New Brunswick

Trenton, March 7 - The New Jersey State Highway Department today announced it received a low bid of $590,960.11 from J. F. Chapman and Son, Inc., Hillside, for the construction of safety improvements on Route 18 in New Brunswick, Middlesex County.

Other bidders on the project were: L. Zimmerman and Sons, Inc., Hillside, $638,523.63; Public Constructors, Inc., Blackwood, $706,212.74; Conduit and Foundation Corp., Philadelphia, $716,014.48 and Franklin Contracting Co., Little Falls, $743,114.35.

A Highway Department spokesman said the project is part of an overall dualization program aimed at increasing the safety of the highway and its capacity to handle traffic volumes in 1975.

The proposed construction would close the last unprotected openings in the main highway's center divider in New Brunswick and provide safe means for local traffic to cross the heavily traveled east-west route.

Construction already completed, now underway, or in the planning stage will complete the dualization from Albany Street to Route 9 in Madison Township at an estimated cost of $10 million. Eventually Route 18 will be extended to Route 35 at Eatontown in Monmouth County.

The work under the new contract will include construction of a jug handle for westbound Route 18 traffic wanting to turn left on Commercial Avenue.

(more)

1963
Route 18 - BIDS
New Brunswick

An overpass for New Street with entrance and exit ramps to Route 18 east and west will be built.

A "U" turn loop for eastbound traffic will be setup utilizing portions of Carman Street, John Street and Commercial Avenue.

At the Albany Street traffic circle the existing Albany Street "U" turn loop will be shifted to make room for a new "U" turn loop that will carry westbound Route 18 traffic to the eastbound roadway.

Center island openings opposite Hiram, Richmond, Oliver and Hassart Streets and one near the municipal dock road will be closed.

Costs of the project will be shared by the Federal Goverment and New Jersey. All bids will be reviewed before a contract is awarded.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1963
Painting Lines - BIDS
Six Counties

Trenton, March 7 - The New Jersey State Highway Department today announced it received a low bid of $45,496.86 from Lombardi Striping Corp., Berkeley Heights, on a project for painting about 635 miles of white traffic lines on State Highways in six counties this spring and fall.

The only other bidder on the project was James W. McCormick, Mansfield, Ohio, $49,895.51.

The project, which is the first of three to be advertised this year, calls for repainting center lines and lane lines on stretches of highway in Bergen, Essex, Hudson, Morris, Passaic, and Union Counties, using reflecting paint. Other lines marking crosswalks, approaches and "stop" boundaries at 66 locations will also be freshened.

The contract will require that most of the work in Bergen, Essex, Hudson, and Union Counties be done on Sundays to eliminate traffic slow-ups and hazardous conditions during weekdays. In other areas where traffic conditions are more favorable, painting will be allowed on weekdays.

Spring painting will start March 24 and the fall work October 6. Each operation must be completed within four Sundays, plus 15 weekdays, after each starting date.

The bids for the 100 per cent State financed project will be reviewed by State Highway engineers before a contract is awarded.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1963
Traffic Flow Study
Routes 206, 202 and
Route 28 Traffic Circle

Trenton, March 7 - The New Jersey State Highway Department today announced that the traffic flow study scheduled to be made early this spring has been advanced to next Tuesday and Wednesday, March 12 and 13. Time of day is as follows:

Tuesday - From 7 a.m. to 1 p.m.

Wednesday - From 1 p.m. to 6 p.m.

This study is being made to observe and analyze the various traffic movements in and around the Routes 206, 202 and Route 28 traffic circle in Raritan Township, Somerset County.

Because of the high volume of traffic using the circle, this study is aimed at determining what type of improvements are needed to increase the traffic capacity.

The traffic flow study will be conducted as follows:

1. Pre-punched machine data processing cards will be handed to all vehicle drivers as they enter the circle.
2. These cards will be collected as the vehicle moves out of the circle.
3. The cards will be color coded to identify passenger cars and trucks and pre-punched to indicate entrance route and hour of travel.
4. Estimated field work time is two days with traffic interference kept to a minimum.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1963
Route 36 - ADV
Sea Bright, Monmouth County

Trenton, Mar. 6 - The New Jersey State Highway Department today announced it will receive bids March 28 for the improvement of the intersection of Route 36 and Ocean Avenue in Sea Bright, Monmouth County.

A bottleneck created by increased traffic traveling to and from Sandy Hook Island State Park will be removed by increasing the traffic carrying capacity of the intersection.

Work will consist of the removal of the existing concrete traffic islands at the intersection as well as the excavation and removal of curb and sidewalk on Ocean Avenue. Larger traffic islands will be built for improved traffic channelization and the desired increase in intersection capacity. In addition, Ocean Avenue will be widened for a distance of 800 feet northward from the intersection toward Sandy Hook.

A bituminous concrete base course will be placed in excavated areas and bituminous concrete pavement will be placed over the entire pavement area including the existing reinforced concrete pavement roadway.

Other work items include drainage improvements and the relocation of sidewalk areas. White concrete vertical curb will be built throughout the project.

Route 36 traffic will continue to use two lanes in each direction, eastbound and westbound. Ocean Avenue traffic will continue to move northbound and southbound with slight changes in channelization through the new intersection.

Costs of the work, which will be completed by June, will be paid by New Jersey. All bids will be reviewed before a contract is awarded.

63-N-51;36,3B ######

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1963
Bridge Welding Seminar

Trenton, March 5 - The New Jersey State Highway Department today announced beginning of a 3-session seminar to acquaint its highway engineering staff with recent developments on welding procedures and welding inspection methods.

The meetings will be held for the benefit of Department personnel beginning at 7:30 in the evening in the Departmental cafeteria at 1035 Parkway Avenue in Trenton.

At the first meeting, to be held tonight, the subject will be Radiographic Inspection of Welds. At subsequent meetings tentatively scheduled for March 19 and April 2, the subjects will be The Evolution of Welding, and Non-Destructive Testing.

Representatives from private industrial concerns will conduct the meetings which will each last about an hour and a half. A question and answer period will follow each presentation.

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NEW JERSEY
Traffic Conditions Report
STATE HIGHWAY DEPARTMENT

Bureau of Public Information
Trenton 25, New Jersey
TUxedo 2-3000

RELEASE FRIDAY MARCH 1 WEEK OF MARCH 2 - MARCH 8

Note to Editors:

There have been few changes in the forecast of statewide traffic conditions. Adverse cold weather conditions throughout the State have reduced highway construction activity.

Copies of the New Jersey Traffic Conditions Report of last week (February 23 - March 1 period) are enclosed for your convenience with the following listing of changes:

Atlantic

Page 1, Route U.S. 30 -- Until May 15 there will be a short detour adjacent to the Shore Road which will channel traffic around the bridge construction area.

Bergen

Page 2, Route 80, Teterboro, Hackensack, South Hackensack -- The last sentence should be changed to read: The condition is the same as that which prevailed last week and it will continue until the middle of March.

######

NEW JERSEY

Traffic Conditions Report

STATE HIGHWAY DEPARTMENT

Bureau of Public Information
Trenton 25, New Jersey
TUxedo 2-3000

RELEASE FRIDAY FEBRUARY 22 WEEK OF FEBRUARY 23 - MARCH 1

Trenton, Feb. 22 - The New Jersey State Highway Department, as part of a continuing service to the public, today issued a list of locations within the State where road construction and maintenance may cause interference to motorists during the week of February 23 - March 1, 1963.

Atlantic

Route U.S. 30 Absecon -- Until March 15 there will be a short detour adjacent to the Shore Road which will channel traffic around the bridge construction area.

Bergen

Route 80, South Hackensack, Hackensack, Teterboro -- Washington Avenue will be closed permanently between Vreeland Avenue and Grant Place and Taylor Avenue will be closed permanently between Vreeland Avenue and Ises Lane as a result of construction of Interstate Route 80 between Polifly Road in Hackensack and the Hackensack River Bridge.

There will be slight delays to traffic on Hudson Street in Hackensack from Vreeland Avenue to Dock Street, and on Huyler Street from Florida Street to Virginia Street in South Hackensack due to utility work being performed in this area. The condition will continue for 6 months.

(more)

Bergen cont'd

Traffic on River and Dock Streets will be partially restricted due to utility work.

Route 80, Saddle Brook, Rochelle Park, Lodi -- There will be slight delays for the next 2 weeks at Market Street and Main Street Overpass due to the erection of bridge beams.

Route 80, Teterboro, Hackensack, South Hackensack -- Summit Avenue is closed from Standish Avenue in Hackensack to Grandview Boulevard and the southbound Route 17 ramp in Hasbrouck Heights. A detour is set up from the intersection of Summit Avenue and Essex Street to Polifly Road thence to Terrace Avenue and then back to Grandview Boulevard. The condition is the same as that which prevailed last week and it will continue until the end of February.

Route 80, Teaneck, Ridgefield Park, Bogota -- The detour at Teaneck Road between Arthur Street and Jasper Avenue as well as the detour at Queen Anne Road between Arthur Street and Cypress Avenue will remain from 4 to 7 months. The condition is the same as that which prevailed last week.

North Avenue will be blocked off between Seventh Street and Second Street for an indefinite period. The condition is the same as that which prevailed last week.

Route 95, Fort Lee -- Edgewood Road is cut off until the bridge is built over Route 95. The condition is the same as that which prevailed last week and it will continue for an indefinite period until weather conditions improve.

(more)

Bergen cont'd

Route 95, Teaneck -- Fort Lee Road is detoured between Glenwood Avenue and the Overpeck Creek Bridge. Glenwood Avenue is detoured between Fort Lee Road and Cypress Street. The condition is the same as that which prevailed last week and it will continue until paving operations are completed.

Route 80, Lodi -- Minor delays to traffic during construction of Route 17 overpass. The condition will continue until bridge construction is completed.

Route 46, Teterboro, Hasbrouck Heights -- Slight delays to traffic during night time working hours during operations to widen and resurface approaches and bridge over the New Jersey and New York Railroad. The condition is the same as that which prevailed last week and it will continue for another week.

Bergen-Passaic

Route 80, Paterson, East Paterson -- The detours on Lakeview Avenue and at Market Street will continue for another two months.

The southbound roadway of relocated Route 20 has been opened to traffic.

Burlington-Camden

Route 130, Burlington, Edgewater Park, Delanco, Delran, Pennsauken, Cinnaminson -- Traffic will be restricted to one lane northbound during the day during repair operations to telephone cable 300 feet south of Highland Avenue. The condition will continue for about 2 weeks.

(more)

1963
TRAFFIC CONDITIONS REPORT

Burlington

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Middlesex

Route 18, East Brunswick -- During construction of bridges north of Milltown Road and north of Cranbury-South River Turnpike there will be delays to traffic. The condition will continue until bridges are completed.

Route 287, Metuchen, Edison Township -- Main Street and Route 1 traffic will be diverted around the construction area until new Route 287 bridge is completed. The condition, which prevailed last week, will continue for 4 to 5 months.

Morris

Route 287, Parsippany-Troy Hills, Boonton -- Local traffic on Intervale Road, Parsippany-Troy Hills, will be detoured to relocated Boulevard "B" while the Intervale Road Bridge is under construction. The condition is the same as that which prevailed last week and it will continue until May, 1963.

Somerset

Route 287, Bridgewater Township -- Traffic will be detoured to temporary North Bridge Street via 3rd Avenue and Lenox Avenue during construction of North Bridge Street bridge. The condition will continue for about 6 months.

(more)

Somerset cont'd

Traffic is detoured on Route 202-206, on Woodlawn Avenue and on Garretson Road while the Woodlawn Avenue-Garretson Road bridge is being built. The condition will continue for about 6 months.

Talamini Road, which runs from Routes 202-206 to Country Club Road, has been closed temporarily while Talamini Road bridge is being built. The condition will continue for about 6 months.

Route 287, Bridgewater, Bedminster -- Cedar Brook Road is closed to traffic during construction of Interstate Route 287. An overpass will be constructed for Cedar Brook Road and should be completed some time in the late spring of 1963. The condition will continue for about 6 months.

Route 287, Pluckemin and Bedminster -- Occasional interference to traffic when construction equipment crosses Burnt Mills Road.

Sussex

Route 206, Frankford Township -- Traffic will be detoured around the construction area while the bridge is being built over Paulins Kill River. The condition will continue during construction of bridge approaches and the work probably will not be completed until spring when weather conditions improve.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1963
Interstate Route 280 - BIDS
Demolition
Essex County

Trenton, Feb. 28 - The New Jersey State Highway Department today announced it received a low bid of $28,785.00 from Interstate Wrecking Co., Inc., Springfield, for a demolition project on Interstate Route 280, the Essex East-West Freeway, in Essex County.

Approximately 50 buildings on a 0.6 mile section of the proposed superhighway will be demolished between South Center Street, Orange and Valley Road, West Orange.

The corridor to be cleared is bounded roughly by Glebe Street, Mechanic Street, Columbia Street and Hurlbut Street to the south; and by Madison Street, the Erie-Lackawanna Railroad, Crane Street and Reock Street to the north. Its width is about 250 feet in most locations.

In addition to clearing a path for future construction, the demolition work will remove fire hazards and potential sources of public nuisances as well as reduce possible vandalism.

A Highway Department spokesman, recounting the history of the Essex East-West Freeway portion of Interstate Route 280, explained that the superhighway will solve the problem of providing an adequate traffic artery between Newark and the Oranges, a lack that has plagued Essex County for decades.

The entire route, to be about 17 miles long, will extend from Interstate Route 95 in Kearny to Interstate Route 80 in Parsippany-Troy Hills Township in Morris County.

(more)

1963
Interstate Route 280 - BIDS
Demolition
Essex County

Actual current planning of the route began in 1957 after the Department's proposal that the east-west highway be designated part of the National Interstate and Defense Highway System was accepted by the Federal Bureau of Public Roads.

When basic plans were made in 1961, local officials were averse to an elevated Freeway. This problem was resolved when State Highway Commissioner Dwight R. G. Palmer evolved a plan whereby the Highway Authority (Garden State Parkway) would provide the Department with 13 million dollars needed to depress the Freeway in return for the right to collect tolls on a section of the Garden State Parkway now toll-free.

Other bidders on the project were: James Petrozello and Co., Inc., East Orange, $44,350.00; William M. Young and Co., Newark, $45,222.00; Mitschele Contracting Co., Livingston, $51,200.00 and Glen Ridge Construction Co., Glen Ridge, $62,484.00.

A schedule of 60 working days has been set for the demolition project, with the Federal Government paying ninety per cent of the costs, and New Jersey ten per cent. All bids will be reviewed before the contract is awarded.

63-I-28
280,5B
I-280-6(4)57

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1963
Route 38 - BIDS
Camden County

Trenton, Feb. 28 - The New Jersey State Highway Department today announced it received a low bid of $3,647,358.43 from Union Paving Co., Wynnewood, Pa., for modernizing a 2.3 mile section of Route 38 in Pennsauken and Cherry Hill Townships, Camden County.

Other bidders on the project were: South Jersey Construction Co., Riverside, $3,712,535.77 and Poirier and McLane Corp., New York City, $4,497,443.78.

The project, allocated $4 million by the Department, is designed to relieve traffic congestion by widening Route 38 between the Airport Circle and Woodland Avenue, and by providing full interchanges at the Browning Road-Marlton Pike intersection, and at Cuthbert Boulevard.

The plans also show pairs of jug handles will flank Route 38 at Mansion, Chapel and Longwood Avenues.

A cross-section view of the future highway shows the existing 50-foot-wide concrete pavement will become part of the base of an 80-foot-wide bituminous concrete highway divided into two roadways by a concrete center barrier 32 inches high.

Each roadway will provide two 12-foot traffic lanes and a 12-foot outer shoulder. The plans indicate the shoulders will become entrance and exit lanes in the interchange areas.

(more)

The Browning Road interchange will have an overpass spanning Route 38 about 1,000 feet west of the present intersection. Ramps will extend from the bridge northward to Marlton Pike, and southward to Browning Road.

Browning Road, north of the main highway, will join Marlton Pike, and, south of Route 38, will join eastbound Route 70. Westbound Route 70 will pass over westbound Route 38 on a three-lane bridge before merging with the main highway near the western end of the interchange area.

Key feature of the Cuthbert Boulevard interchange will be a six-lane divided overpass which will span Route 38 about 200 feet west of the present Boulevard. South of the main highway, existing Cuthbert Boulevard will connect with eastbound Route 38 to provide entrance and exit access. A new section of the Boulevard, about 980 feet long, will be constructed, curving away from the existing Boulevard, to the future overpass.

Left-turn harbors will be cut into the Boulevard's center island north of the highway for the safety and convenience of school buses.

Cuthbert Boulevard, north of Route 38 will be relocated to connect with the new overpass, and th existing section near the main highway absorbed by interchange ramps.

A spokesman pointed out that the main cross-highway bridges in both interchanges will have sidewalks and safety walks.

The spokesman noted the total of all money spent or allocated for major highway construction in an area roughly bounded by Burlington, Turnersville, and West Deptford Township amounts to $67 million since 1955. He said this sum reflects the Camden Metropolitan area's position as one of the State's busiest and fastest growing industrial-residential areas.

The Department has set a schedule of 275 working days for the primary-urban project. All bids for the Federal-State financed project will be reviewed before a contract is awarded.

N.J. 38-1C;U-106(10);61-P-8 ######

BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT
1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1963
ROUTE 4 (Garden State Parkway)
BIDS
Union Township
Union County

Trenton, Feb. 28 - The New Jersey State Highway Department today announced that no bids were submitted by contractors for a safety improvement project on a pedestrian bridge which crosses the Garden State Parkway in Union County.

The pedestrian bridge, located at Coakley Drive near the Galloping Hill Country Club, was built in 1953 as part of the over-all project for construction of the superhighway.

A spokesman said that the work may be done by the Department's own maintenance force.

At present, the top of the steel handrails of the bridge are about 3 feet above the walkway surface. The total height of the handrails will be increased to five feet by the installation of an additional height of two feet of steel handrailing on both sides of the bridge.

Following the erection of the added height of handrailing, a three and one-half foot high fabricated steel chain link fence will be attached to the handrails on both sides of the bridge along its entire length of 176 feet, making a safety barricade for pedestrians about five feet in height.

63-N-51
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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1963
ROUTE 10
BARRIER CURB
MORRIS COUNTY

Trenton, Feb. 26 - State Highway Commissioner Dwight R. G. Palmer today assured Hanover Township officials that construction of jug handles and center safety barrier on Route 10 would provide adequate turning space at major intersections and sufficient freedom of movement for emergency police and fire vehicles.

The Commissioner conferred with Mayor Arthur Albohn, Township Committeemen Michael P. Sawka and Peter J. Skurla, Police Chief Eugene F. Clemens and Township Engineer George E. Stefanick regarding the Department's plans for the project.

The Highway Department's preliminary plans call for a 32 inch high concrete safety curb in the center of the highway from Troy Hills Road to Malapardis Road along with construction of jug handle turns at Whippany Road and Troy Hills Road.

Commissioner Palmer told the group that the State Highway Department considers the center barrier essential to the safety of local citizens and school attendees as well as the traveling public on Route 10, particularly in view of the anticipated growth of that area of Morris County. He said that the record of similar safety installations on other heavily travelled routes in the state have demonstrated beyond any doubt that they virtually eliminate fatal head-on accidents. The National Safety Council and other organizations have strongly endorsed the concept of center safety curb, the Commissioner

(more)

1963
ROUTE 10
BARRIER CURB
MORRIS COUNTY

said, and it is the Department's continuing obligation to provide maximum safety as part of all construction projects.

He indicated that the safety construction was particularly desirable in that area at this time because the badly needed jug handle facilities at Whippany Road and Troy Hills Road are being constructed.

In response to inquiries from the Municipal officials, Commissioner Palmer and his staff stated that the design of the Whippany Road jug handle along with the timing of the traffic signal there would provide sufficient storage capacity within the jug handle to handle the anticipated volume of turning movements. The local officials were also informed that the existing system of locating special controls for the traffic lights in the fire department buildings would be continued so that the fire companies would have full control of traffic at the intersections in time of emergency and be able to proceed with maximum speed to the location of any fire. There was agreement that adequate provision for pedestrian crossings at the intersections would be made.

Commissioner Palmer at the request of the Mayor also agreed to a study of traffic loops utilizing portions of existing streets at the Parsippany Road overpass. This would involve old Mt. Pleasant Avenue and the Reynolds Avenue intersection.

The local officials presented several other specific inquiries to the Department regarding the details of the Route 10 project and were promised a full report on the reasons for selection of that particular area for the erection of the center safety barrier at this particular time.

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BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT
1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1963
STATE HIGHWAY ENGINEER

Trenton, Feb. 25 - New Jersey Highway Commissioner Dwight R. G. Palmer today announced the appointment of James R. Schuyler of Trenton as State Highway Engineer.

Mr. Schuyler, formerly Assistant Director and Assistant Chief Engineer of the Division of Maintenance and Operations, succeeds Otto H. Fritzsche in the Highway Department's top technical post. The appointment is effective immediately.

Commissioner Palmer noted that Mr. Schuyler is the second career employee he has named Highway Engineer and also the second in the Department's history to be appointed to that post.

Mr. Schuyler, 43, was born in San Francisco, California, but his family moved to Mercer County in 1927. He attended Princeton High School, Mercersburg Academy, Princeton University and Cornell University, receiving degrees of Bachelor of Science and Master of Science from Princeton University.

During World War II, Mr. Schuyler served with the 71st Naval Construction Battalion in the Pacific and during the Korean Conflict he was attached to the U.S. Naval Civil Engineering Research and Evaluation Laboratory. He presently holds the rank of Commander, Civil Engineer Corps, U.S. Naval Reserve and is Commanding Officer of Reserve Mobile Construction Battalion 21.

(more)

1963
STATE HIGHWAY ENGINEER

Mr. Schuyler began working for the New Jersey State Highway Department in 1937 as a summer employee, advancing steadily despite interruptions due to military service to his present rank.

Mr. Schuyler is a Registered Professional Engineer, an Associate Member of the Highway Research Board, and Member of the Trenton Engineers Club.

He is married to the former Elizabeth Hanzsche of Trenton and they have three daughters: Elizabeth, 12; Anne, 10; and Patricia, 6.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

RELEASE

1963
Traffic Flow Study
Routes 206, 202 and
Route 28 Traffic Circle

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NEW JERSEY

Traffic Conditions Report

STATE HIGHWAY DEPARTMENT

Bureau of Public Information
Trenton 25, New Jersey
TUxedo 2-3000

RELEASE FRIDAY FEBRUARY 22 WEEK OF FEBRUARY 23 - MARCH 1

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(more)

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(more)

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(more)

1963
TRAFFIC CONDITIONS REPORT

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Route 287, Metuchen, Edison Township -- Main Street and Route 1 traffic will be diverted around the construction area until new Route 287 bridge is completed. The condition, which prevailed last week, will continue for 4 to 5 months.

Morris

Route 287, Parsippany-Troy Hills, Boonton -- Local traffic on Intervale Road, Parsippany-Troy Hills, will be detoured to relocated Boulevard "B" while the Intervale Road Bridge is under construction. The condition is the same as that which prevailed last week and it will continue until May, 1963.

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(more)

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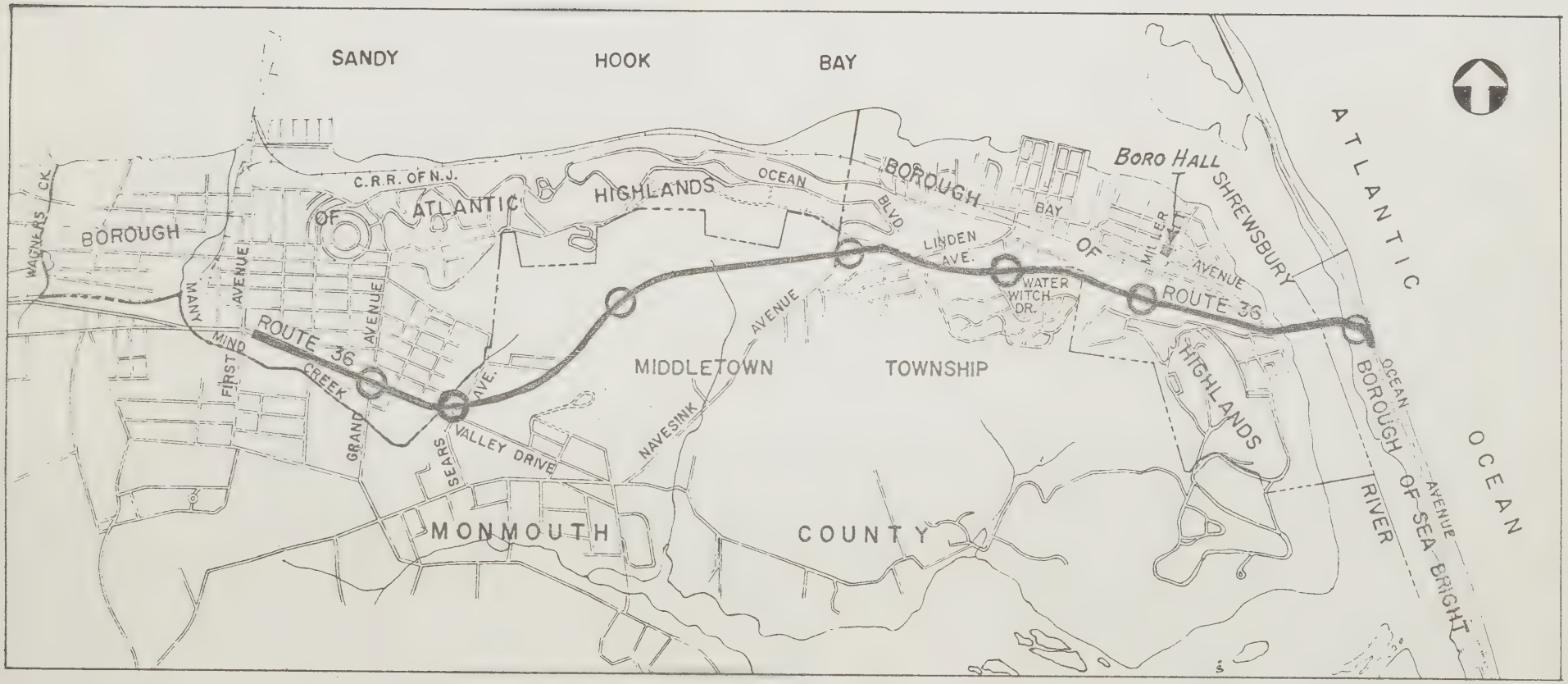
SANDY
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GRAND
AVENUE
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VALLEY DRIVE
NAVESINK
AVENUE
MIDDLETOWN
TOWNSHIP
HIGHLANDS
OCEAN
BOROUGH
OF SEA BRIGHT
AVENUE
RIVER
MONMOUTH
COUNTY
OCEAN

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1963
HEARING
Route 36 Improvement
Monmouth County

Trenton, Feb. 21 - The New Jersey State Highway Department today announced it will hold a public hearing March 26, 1963, to explain plans for the improvement of Route 36 from First Avenue in the Borough of Atlantic Highlands to Ocean Avenue in the Borough of Sea Bright, Monmouth County.

Area residents and other parties will have an opportunity to see Department proposals, to express their views and to make constructive suggestions at the hearing which will begin at 10:30 a.m. in the Borough Hall, Borough of Highlands.

State Highway Department engineers will present plans which would provide for widening and resurfacing the existing dualized concrete roadway. Two 12 foot wide traffic lanes would eventually carry traffic in each direction, eastbound and westbound. Ten foot wide shoulders would border the roadways and the entire surface would be bituminous concrete. The two roadways would be separated by a 32 inch high concrete barrier curb.

Proposed plans call for jug handle left turn and turnaround facilities at Grand Avenue in the Borough of Atlantic Highlands; at Valley Drive, at Navesink Avenue and at an intermediate point between Valley Drive and Navesink Avenue, all in the Township of Middletown; at Water Witch Avenue and at Miller Street in the Borough of Highlands; and at Ocean Avenue in the Borough of Sea Bright.

1963
HEARING
Route 36 Improvement
Monmouth County

This project is part of a long range plan of the Highway Department to improve Route 36 from the vicinity of Keyport to Ocean Avenue in the Borough of Sea Bright. Increased capacity will be provided for the increased traffic volumes which have developed on the route.

Costs of the proposed project will be shared equally by the Federal Government and New Jersey.

36,3

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1963
Bridge Painting - ADV

Trenton, Feb. 21 - The New Jersey State Highway Department today announced it will receive bids March 21 on five contracts covering painting a total of 22 bridges on the State Highway System.

The five proposed projects include bridges in Bergen, Camden, Essex, Hudson and Ocean Counties.

The contracts will provide for painting steel girders, bearings, railings, lamp posts, and all other surfaces that require protective coatings.

Under one contract, in Essex and Hudson Counties, one bridge on Route U.S. 1 and 9 (truck) and 4 bridges on Route N.J. 21 will be painted. A pedestrian tunnel below Route N.J. 21 is also covered.

The bridge on Route N.J. 37 in Ocean County which carries the route over Barnegat Bay will be painted under a single contract.

In Bergen County, the bridge carrying Route N.J. 3 over Berrys Creek and the Erie-Lackawanna Railroad will also be painted under a single contract.

Three bridges on Route U.S. 30 and one bridge on Route U.S. 130 in Camden County will be painted under another contract.

Eleven bridges on Route N.J. 42 Freeway in Camden County will be painted under a fifth contract.

A Highway Department spokesman said that steelwork on the more than 2,000 State Highway bridges normally is repainted every seven years except in

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industrial and seashore areas where corrosive elements in the atmosphere require painting work to be done at more frequent intervals.

Costs of the projects will be paid entirely by the State of New Jersey. All bids will be reviewed before a contract is awarded.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

RELEASE - THURS. P. M.

1963
Interstate Route 95 Structures
Advertising
Bergen County

Trenton, Feb. 21 - The New Jersey State Highway Department today announced it will receive bids March 14 for the construction of 6 Interstate Route 95 overpass bridges in Teaneck Township, Bergen County.

The project, which is part of the Bergen-Passaic Expressway, is located in the vicinity of Teaneck Creek within the area of the intersection of Interstate Routes 95 and 80. It will be the final project for the construction of bridges on the Expressway between Route 17 and the George Washington Bridge.

The proposed overpass structures will assure free movement in all directions of local and express traffic between the Interstate Routes at this important intersection.

A single span bridge 164 feet in length consisting in part of two main built-up riveted steel girders will carry eastbound express traffic from Route 80 to southbound Route 95 over the local Route 80 eastbound roadway. It will have a roadway 29 feet in width on a reinforced concrete deck. Safety walks will be provided on each side.

An 8-span steel stringer bridge about 700 feet in length will span the express eastbound and westbound roadways and carry express traffic from northbound Route 95 to westbound Route 80 over express traffic traveling south on Route 95 and over local eastbound and express eastbound and westbound Route 80 traffic. A 52 foot wide roadway will be provided on a reinforced concrete deck. Safety walks will also be provided.

1963
Interstate Route 95 Structures
Advertising
Bergen County

A 133 foot long 3-span steel stringer bridge will carry southbound Route 95 traffic over local eastbound traffic. A 51 foot wide roadway will be provided on a reinforced concrete deck. Safety walks will be provided.

A three span steel stringer bridge about 186 feet in length will carry northbound Route 95 local and express roadways over the local eastbound roadway. Two roadways 36 feet wide and 26 feet wide, separated by a 4 foot mall divider, will be provided on a reinforced concrete deck. Safety walks will be provided.

A 225 foot long 3 span steel stringer bridge will carry southbound Route 95 express traffic over eastbound and westbound express roadways. The roadway width will vary from 54 to 62 feet. The deck will be of reinforced concrete and safety walks will be provided.

A single span steel stringer bridge about 156 feet long will carry a connecting ramp over the local westbound roadway. The reinforced concrete deck will carry a 21 foot wide roadway. Safety walks will be provided

Preparatory work for the construction of the 6 bridges included the placement of rock fill under a prior contract to provide adequate foundations for the structures.

Other bridges presently underway on Route 95 in the same area include a 250 foot concrete arch bridge carrying Edgewood Road over the Expressway at a location about 700 feet north of Grandview Terrace in Bergen County as well as overpass structures carrying the superhighway over Teaneck Creek and Overpeck Creek.

1963
Interstate Route 95 Structures
Advertising
Bergen County

Future plans include paving of the Expressway between Route 17 and the George Washington Bridge in time to absorb some of the expected increase in traffic created by the opening of the New York World's Fair in 1964.

The work is expected to be completed by June 30, 1964. The Federal Government will pay 90% of the costs of the project, while New Jersey will pay 10%. All bids will be reviewed before a contract is awarded.

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NEW JERSEY STATE HIGHWAY DEPARTMENT

Traffic Conditions Report

Bureau of Public Information
Trenton 25, New Jersey
TUxedo 2-3000

RELEASE FRIDAY FEBRUARY 15 WEEK OF FEBRUARY 16 - FEBRUARY 22

Trenton, Feb. 15 - The New Jersey State Highway Department, as part of a continuing service to the public, today issued a list of locations within the State where road construction and maintenance may cause interference to motorists during the week of February 16 - February 22, 1963.

Atlantic

Route U.S. 30 Absecon -- For the next three months there will be a short detour adjacent to the Shore Road which will channel traffic around the bridge construction area.

Bergen

Route 80, South Hackensack, Hackensack, Teterboro -- While Interstate Route 80 is under construction between Polifly Road in Hackensack and the Hackensack River Bridge, Washington Street will be closed between Vreeland Avenue and Grant Place. Taylor Avenue will be closed between Vreeland Avenue and Ises Lane. The condition is the same as that which prevailed last week.

There will be slight delays to traffic on Hudson Street from Vreeland Avenue to Dock Street, in Hackensack, and on Huyler Street from Florida Street to Virginia Street in South Hackensack due to utility work being performed in this area. The condition will continue for 6 months.

(more)

Bergen cont'd

Route 80, Teterboro, Hackensack, South Hackensack -- Summit Avenue is closed from Standish Avenue in Hackensack to Grandview Boulevard and the southbound Route 17 ramp in Hasbrouck Heights. A detour is set up from the intersection of Summit Avenue and Essex Street to Polifly Road thence to Terrace Avenue and then back to Grandview Boulevard. The condition is the same as that which prevailed last week and it will continue until the end of February.

Route 80, Teaneck, Ridgefield Park, Bogota -- The detour at Teaneck Road between Arthur Street and Jasper Avenue as well as the detour at Queen Anne Road between Arthur Street and Cypress Avenue will remain from 4 to 7 months. The condition is the same as that which prevailed last week.

North Avenue will be blocked off between Seventh Street and Second Street for an indefinite period. The condition is the same as that which prevailed last week.

Route 95, Fort Lee -- Edgewood Road is cut off until the bridge is built over Route 95. The condition is the same as that which prevailed last week and it will continue for an indefinite period until weather conditions improve.

Route 95, Teaneck -- Fort Lee Road is detoured between Glenwood Avenue and the Overpeck Creek Bridge. Glenwood Avenue is detoured between Fort Lee Road and Cypress Street. The condition is the same as that which prevailed last week and it will continue until paving operations are completed.

(more)

Bergen cont'd

Route 80, Lodi -- Minor delays to traffic during construction of Route 17 overpass. The condition will continue until bridge construction is completed.

Route 46, Teterboro, Hasbrouck Heights -- Slight delays to traffic during night time working hours during operations to widen and resurface approaches and bridge over the New Jersey and New York Railroad. The condition is the same as that which prevailed last week and it will continue for another week.

Bergen-Passaic

Route 80, Paterson, East Paterson -- The detours on Lakeview Avenue and at Market Street will continue for another two months.

Two way traffic is being maintained on the northbound roadway of Route 20 with crossovers for southbound traffic at either end. The condition will remain until weather conditions permit elimination of the detour.

Burlington

Route 295, Mount Laurel Township -- Traffic will be guided around the construction area while the bridge carrying Route 73 over new Route 295 is being built. The condition is the same as that which prevailed last week and it will continue until May, 1963.

Middlesex

Route 18, East Brunswick -- During construction of bridges north of Milltown Road and north of Cranbury-South River Turnpike there will be delays to traffic. The condition will continue until bridges are completed.

(more)

Middlesex cont'd

Route 287, Metuchen, Edison Township -- Main Street and Route 1 traffic will be diverted around the construction area until new Route 287 bridge is completed. The condition, which prevailed last week, will continue for 4 to 5 months.

Morris

Route 287, Parsippany-Troy Hills, Boonton -- Local traffic on Intervale Road, Parsippany-Troy Hills, will be detoured to relocated Boulevard "B" while the Intervale Road Bridge is under construction. The condition is the same as that which prevailed last week and it will continue until May, 1963.

Somerset

Route 287, Bridgewater Township -- Traffic will be detoured to temporary North Bridge Street via 3rd Avenue and Lenox Avenue during construction of North Bridge Street bridge. The condition will continue for about 6 months.

Traffic is detoured on Route 202-206, on Woodlawn Avenue and on Garretson Road while the Woodlawn Avenue-Garretson Road bridge is being built. The condition will continue for about 6 months.

Talamini Road, which runs from Routes 202-206 to Country Club Road, has been closed temporarily while Talamini Road bridge is being built. The condition will continue for about 6 months.

Route 287, Bridgewater, Bedminster -- Cedar Brook Road is closed to traffic during construction of Interstate Route 287. An overpass will be constructed

(more)

Somerset cont'd

for Cedar Brook Road and should be completed some time in the late spring of 1963. The condition will continue for about 4 months.

Route 287, Pluckemin and Bedminster -- Occasional interference to traffic when construction equipment crosses Burnt Mills Road.

Sussex

Route 206, Frankford Township--Traffic will be detoured around the construction area while the bridge is being built over Paulins Kill River. The condition will continue during construction of bridge approaches and the work probably will not be completed untll April when weather conditions improve.

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BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT
1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1963
TRAFFIC REGULATIONS

Trenton, Feb. 14 - The New Jersey State Highway Department today announced establishment of revised speed limits along portions of Interstate Route 78 and Route U.S. 22 in Warren, Hunterdon, and Somerset Counties.

The new speed limits for both directions of traffic are:

50 m.p.h. on Route 78 from the junction with Route U.S. 22 near Still Valley in Warren County, eastward 1,500 feet.

The Route 78 speed limit then increases to 60 m.p.h. through and beyond the Warren-Hunterdon County line to the Pattenburg Road intersection.

From the Pattenburg Road intersection eastward, Route U.S. 22 has a new limit of 55 m.p.h. to the Union Township-Town of Clinton Corporate line. The Route 78 speed limits along this same distance are 55 m.p.h. and continue through the Town of Clinton to the junction with Route U.S. 22 in Clinton Township.

From the Route 22-Route 78 intersection near the Town of Clinton-Clinton Township Corporate line through and beyond the Hunterdon-Somerset County line to the overpass of Route U.S. 202-206 in Bridgewater Township, the speed limit on Route U.S. 22 is 55 m.p.h.

Existing speed limits through school zones remain unchanged.

The new speed limits became effective upon erection of traffic control signs in the area early this week.

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LS-62-12

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BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT
1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1963
SOMERSET STREET - BIDS
Watchung Borough, Somerset Co.
Federal Aid - Secondary

Trenton, Feb. 14 - The New Jersey State Highway Department today received a low bid of $279,467.35 from Jannarone Engineering Co., Matawan, on a Federal Government - Somerset County project for reconstructing Somerset Street between Watchung Avenue and the Watchung traffic circle in Watchung Borough.

According to a Highway Department spokesman, the improvement is needed to handle the increased traffic using the present narrow two-lane roadway. Highway studies show that more than 13,000 vehicles use Somerset Street on an average day.

The construction plans call for replacing the existing highway with a new four-lane bituminous concrete roadway 46 feet wide. To do this, the spokesman added, requires shifting Stony Brook to the west and channeling it along a new stream bed. He said the new channel will be 40 feet wide.

Other bidders on the project were: L. Zimmerman and Sons, Inc., Hillside, $282,524.20; D'Annunzio Bros., Scotch Plains, $283,196.77; Franklin Contracting Co., Little Falls, $283,348.68; Whippany Construction Co., Hanover, $299,165.39; and P. Michelotti and Sons, Inc., Saddle Brook, $397,829.02.

The project, about half a mile long, is expected to require 130 working days to complete. Costs will be shared by the Federal Government and Somerset County. All bids will be reviewed before a contract is awarded.

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BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT
1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

RELEASE THURSDAY P.M.'s
FEBRUARY 14

1963
PAINTING LINES - ADV
Six Counties

Trenton, Feb. 14 - The New Jersey State Highway Department today asked for bids March 7 on a contract for painting about 635 miles of white traffic lines on State highways in six counties this spring and fall.

The project, which is the first of three to be advertised this year, calls for repainting center lines and lane lines on stretches of highway in Bergen, Essex, Hudson, Morris, Passaic and Union Counties, using reflecting paint. Other lines marking crosswalks, approaches and "stop" boundaries at 66 locations will also be freshened.

The contract will require that most of the work in Bergen, Essex, Hudson, and Union Counties be done on Sundays to eliminate traffic slow-ups and hazardous conditions during weekdays. In other areas where traffic conditions are more favorable, painting will be allowed on weekdays.

Spring painting will start March 24 and the fall work October 6. Each operation must be completed within four Sundays, plus 15 weekdays, after each starting date.

All bids for the 100 per cent State financed project will be reviewed by State Highway engineers before a contract is awarded.

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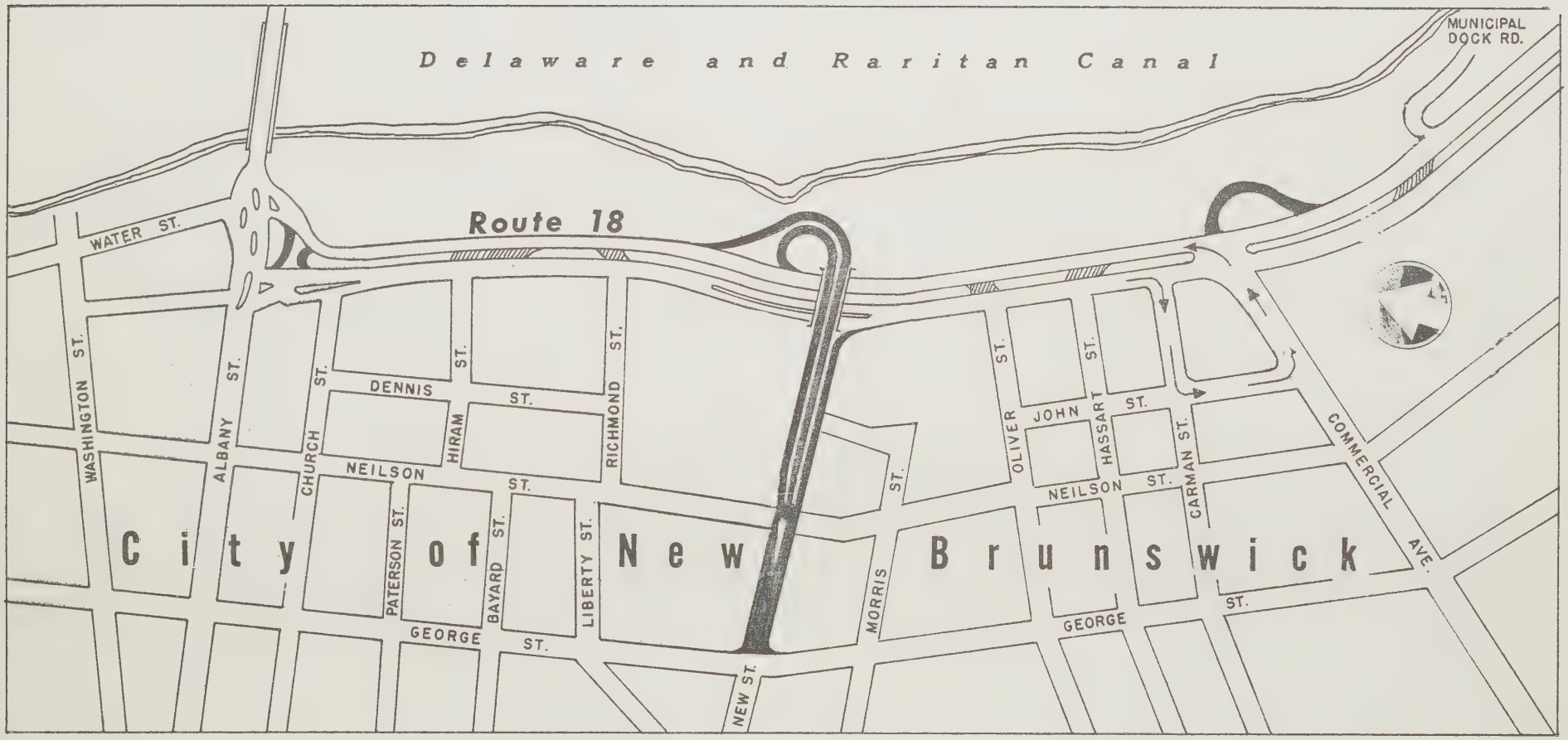
Delaware and Raritan Canal
MUNICIPAL DOCK RD.
Route 18
WATER ST.
WASHINGTON ST.
ALBANY ST.
CHURCH ST.
DENNIS ST.
HIRAM ST.
RICHMOND ST.
NEILSON ST.
PATERSON ST.
BAYARD ST.
LIBERTY ST.
GEORGE ST.
NEW ST.
MORRIS ST.
OLIVER ST.
JOHN ST.
HASSART ST.
CARMAN ST.
NEILSON ST.
GEORGE ST.
COMMERCIAL AVE.
City of New Brunswick

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

RELEASE THURSDAY P.M.'s
FEBRUARY 14

1963
ROUTE 18 - ADV
New Brunswick

Trenton, Feb. 14 - The New Jersey State Highway Department today announced bids will be received on March 7 for the construction of safety improvements on Route 18 in New Brunswick, Middlesex County.

A Highway Department spokesman said the project is part of an overall dualization program aimed at increasing the safety of the highway and its capacity to handle traffic volumes in 1975.

The proposed construction would close the last unprotected openings in the main highway's center divider in New Brunswick and provide safe means for local traffic to cross the heavily traveled east-west route.

Construction already completed, now underway, or in the planning stage will complete the dualization from Albany Street to Route 9 in Madison Township at an estimated cost of $10 million. Eventually Route 18 will be extended to Route 35 at Eatontown in Monmouth County.

The work under the new contract will include construction of a jug handle for westbound Route 18 traffic wanting to turn left on Commercial Avenue.

An overpass for New Street with entrance and exit ramps to Route 18 east and west will be built.

A "U" turn loop for eastbound traffic will be set up utilizing portions of Carman Street, John Street and Commercial Avenue.

(more)

1963
ROUTE 18 - ADV
New Brunswick

At the Albany Street traffic circle the existing Albany Street "U" turn loop will be shifted to make room for a new "U" turn loop that will carry westbound Route 18 traffic to the eastbound roadway.

Center island openings opposite Hiram, Richmond, Oliver and Hassart Streets and one near the municipal dock road will be closed.

Costs of the project will be shared by the Federal Government and New Jersey. All bids will be reviewed before a contract is awarded.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

ADVANCE FOR RELEASE
THURSDAY, FEBRUARY 14

1963
STATE AID
MIDDLESEX COUNTY

Trenton, Feb. 14 - The New Jersey State Highway Department today announced it has allocated $100,000 in State roadbuilding aid to 14 municipalities in Middlesex County.

The aid was provided from one of five separate funds which have been authorized by the State Legislature to provide approximately $16 million in aid to the New Jersey counties and municipalities each year.

Under the provisions of this particular aid source (Allotment Fund), the New Jersey State Highway Department annually receives applications from municipalities interested in constructing or reconstructing portions of their road and street systems. Allocations to each municipality requesting aid in this category are then reviewed with an eye to their relative need. Total allocations to municipalities within a given county from this fund cannot exceed $100,000 per year.

The amount set aside for each municipality represents the State's 90% share in the total cost of the approved municipal project. Subsequent construction plans are reviewed by the State Highway Department which also provides inspection of materials and inspection of actual construction work.

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NOTE TO EDITORS: Complete project list is attached.

MUNICIPAL AID ALLOTMENTS

MIDDLESEX COUNTY

Municipality	Name of Road	Amount
Cranbury Township	John White Road	$5,000.00
East Brunswick Township	Tices Corner Road, Section 5	5,000.00
Edison Township	Old Raritan Road	10,000.00
Highland Park Borough	Madison Ave., Amherst St., various sts.	4,000.00
Jamesburg Borough	West Railroad Avenue, Section 2	5,000.00
Metuchen Borough	Durham Avenue (surface)	10,000.00
Middlesex Borough	Mountain Avenue, Section 2	8,000.00
City of New Brunswick	Hamilton St., Llewelyn Pl.,Rutgers St., May St., 6th St., Talmadge St., Edgeworth Place, Dix Street	10,000.00
North Brunswick Township	Cranbury Cross Road	7,000.00
Piscataway Township	Centennial Avenue	5,000.00
Plainsboro Township	Maple Avenue, Section 2	6,000.00
South Plainfield Borough	Durham Avenue, Section 2	10,000.00
South River Borough	Moscow Avenue	5,000.00
Woodbridge Township	Woodland Avenue (Fords)	10,000.00
	Total	$100,000.00

MUNICIPAL AID MAINTENANCE

MIDDLESEX COUNTY

Municipality	Name of Road	Amount
Cranbury Township	John White Road	$5,000.00
East Brunswick Township	Ryder Corner Road, Section 5	5,000.00
Edison Township	Old Harrison Road	10,000.00
Highland Park Borough	Madison Ave., Andrews St., various sts.	4,000.00
Jamesburg Borough	West Railroad Avenue, Section 2	5,000.00
Metuchen Borough	Durham Avenue (surface)	10,000.00
Middlesex Borough	Mountain Avenue, Section 2	8,000.00
City of New Brunswick	Hamilton St., Livingston Pl., Suttpere St., May St., 6th St., Talmadge St., Edgeworth Place, Oak Street	10,000.00
North Brunswick Township	Cranbury Cross Road	7,000.00
Piscataway Township	Centennial Avenue	5,000.00
Plainsboro Township	Maple Avenue, Section 2	6,000.00
South Plainfield Borough	Durham Avenue, Section 2	10,000.00
South River Borough	Hoover Avenue	5,000.00
Woodbridge Township	Woodland Avenue (Iselin)	10,000.00
	Total	$100,000.00